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No. 26,058 HONG KONG, THURSDAY, DECEMBER 20, 1928. PRICE \$3.00 Per Month.

BRITAIN'S GESTURE NATIONALIST GOVERNMENT RECOGNISED CREDENTIALS TO BE PRESENTED

Sir Miles Lampson Signs the New Tariff Treaty

OTHER POWERS READY TO ACCEPT TERMS

Implied, Britain has "officially" recognised the National Government of China in being at Nanking. This morning, Sir Miles Lampson, K.C.M.G., C.B., M.V.O. (H.M.B.'s Envoy Extraordinary and Minister Plenipotentiary at Peking) is to present his credentials to Marshal Chiang Kai-shek who, as chairman of the State Council, occupies the position akin to that of President or Chief Executive.

Recognition was indicated at midnight last night when Sir Miles and China's Foreign Minister signed the new Tariff Treaty by which the principle of China's complete tariff autonomy is established, so far as Britain is concerned.

Similar Treaties with two other Powers were signed earlier in the evening. Two more are to be signed to-day. Then a long night's work will be rounded off by a ceremony at the State Council in which the British Minister is to take a leading part.

COMPLETE AUTONOMY

Nanking, To-day. The British delegates, Sir Miles Lampson (the Minister), Mr. H. H. Fox, C.M.G., F.R.G.S. (Commercial Counsellor), Mr. J. W. O. Davidson, O.B.E., (Chinese Secretary, and Mr. J. C. Sternale Bennett, C.M.G., M.C., (Third Secretary), had an hour's session in connection with the new Tariff Treaty yesterday morning with Dr. C. T. Wang (the Fox

principle of complete Tariff autonomy in China. The Chinese text was drawn up in the afternoon, examined and verified by Mr. Davidson.

The actual signing by Sir Miles Lampson and Dr. Wang took place late in the evening.

The final ratifications will be exchanged in London. Sir Miles Lampson's signature amounts to recognition of the National Government of China; and it is understood that he will be presenting his credentials to Marshal Chiang Kai-shek (as chairman of the State Council) this morning after which he leaves Pukow for Peking.—Reuter.

The Other Powers
A telegram despatched late last night read:

The Sino-Dutch Treaty was signed at nine o'clock to-night; the Sino-Portuguese at ten o'clock; and the British at midnight; it is expected that the Sino-French and Sino-Swedish will be signed to-morrow, as all five Ministers are due to leave for Peking on the afternoon of Dec. 20.

This is borne out by an earlier cable from Shanghai, quoting the Kuo Min news agency (a semi-official organisation) as follows:

The British, Portuguese and Dutch Ministers and the Swedish Charge d'Affaires have booked reservations from Nanking to Peking, and are leaving Pukow on Dec. 20. There is good reason to believe that the Treaties under negotiation will be signed prior to their departure.



Dr. C. T. Wang

sign Minister, Mr. Chu Chang-nien (Counsellor of the Foreign Office) and two Foreign Office Secretaries, when a complete agreement was reached, Britain recognising the



On Monday, in the course of his visit to Nanking for the purpose of holding the negotiations which have now concluded, Sir Miles Lampson was entertained at lunch by Madame Chiang Kai-shek, the "First Lady of China." Marshal Chiang Kai-shek (in a room) and Dr. C. T. Wang were also present; states Reuter. Above, Madame Chiang is seen in her reception room. She is a Chinese girl. Her maiden name is Mei-ling Soong. She is a sister of the Finance Minister (Mr. T. V. Soong) and is a graduate of an American girls' college.

ENGLAND WINS 2ND "TEST"

AUSSIES OUT 397

FIVE WICKETS TAKEN THIS MORNING FOR 58 RUNS

VICTORY BY EIGHT WICKETS

England's success in the second Test match was assured at Sydney to-day, Australia being dismissed, according to Reuter, for a total of 397 runs. This left the visitors, with ten wickets in hand, but 14 runs to secure.

The end came very shortly after lunch, England losing two wickets for the requisite runs.

At the opening the attendance was meagre, there being but 2,000 spectators around the field.

Ryder Goes
Ryder, continuing the batting with Nothing, was soon dismissed, adding but two runs to his overnight score. This 5th-wicket partnership produced 99 runs in all. On a fast pitch, the Australian captain was caught by the English captain, fielding at forward leg, providing Larwood with his only wicket in the innings. The total was now 346 for 5.

Next in was Oldfield, the Australian stumper, who was dismissed for a duck, three runs having been added to the score. Six wickets thus fell for 348 runs. Oldfield stepped in front of a straight one from Tate.

Short Stand
Grimmett and Nothing added 22 runs for the 7th wicket, bringing the score to 370, of which Nothing claimed 44 (24 made this morning). The latter was run out by a fine return by Hendren to Duckworth, the English stumper.

Blackie joined Grimmett and another short stand ensued until the latter was caught by Chapman off Geary for 18. Ironmonger, the last man in, went for a "duck," leaving Blackie with a total of 11 runs. The innings defeat was saved in the eighth wicket partnership.

Duckworth Hooted
There were 3,000 spectators when England's 2nd innings opened: Tate was out first, Geary next (played on).

Duckworth was hooted by the crowd when he went in to bat; because "the crowd," Reuter adds, "had not forgotten the Kippax incident." (What incident is referred to has not been stated nor previously referred to.)

White made the winning hit, a two, after the score had been tied. Hendry took both wickets that fell.

Australia's Collapse
Australia's collapse, in a way, was remarkable. For the six wickets lost this morning only 58 runs were put on. The score shows that only three men—Woodfull, Hendry and "Skipper" Ryder—were able to do much to hold the fort. Up to the close of play yesterday they had made 269 runs, Ryder being still at bat, which means that the remaining five hitters were dismissed for a total of 98 runs, including the runs made to-day, the sixth day, by Ryder and Nothing.

Australia—1st Innings
W. M. Woodfull, lb.w., b Geary 68
V. Y. Richardson, b Larwood 27
A. F. Kippax, b Geary 9
W. H. Ponsford, retired hurt 5
H. L. Hendry, b Geary 37
J. S. Ryder, lb.w., b Geary 25
O. Nothing, b Larwood 37
W. A. Oldfield, not out 41
C. V. Grimmett, run out 9
D. J. Blackie, b Geary 8
H. Ironmonger, c Duckworth, b Larwood 1
Extras 15

Total 258
Fall of wickets: 1 for 51 runs (Richardson), 2 for 65 (Kippax), 3 for 75 (Ponsford), 4 for 152 (Woodfull), 5 for 168 (Hendry), 6 for 171 (Nothing), 7 for 192 (Ryder), 8 for 222 (Grimmett), 9 for 251 (Blackie), 10 for 253 (Ironmonger).

BOWLING ANALYSIS:
O. M. R. W.
Larwood 26.2 4 77 8
Tate 21 9 29 0
White 30 10 79 0
Geary 18 5 35 5
Hammond 6 0 18 0

England—2nd Innings
J. B. Hobbs, c Oldfield, b Grimmett 40
H. Sutcliffe, c Hendry, b Ironmonger 11

BRITONS IN CHINA IN DANGER

OUTBREAK OF WAR

H.M.S. "Tern" TO PROTECT A.P.C. INSTALLATION

RIVER STEAMER UNDER FIRE

H.M.S. "Tern" of the Yangtze Flotilla, has been ordered to proceed from Wanshan (a port on the Upper River) to Chungking (the Treaty port highest up the River, 1,400 miles from the sea), to protect the Asiatic Petroleum Co.'s installation there.

Reports received in Hong Kong, according to a Royal Naval communiqué, indicate that war has broken out again in Szechuan province between the local Generals and that fighting has commenced at Chungking, concentrating around the A.P.C. installation.

Evacuation?
The British river steamer "Kangling" (China Navigation Co., Messrs. Butterfield and Swire), was fired at by field and machine guns in that area.

Preparations for evacuation have been made by the present Generals holding Chungking and the usual bridges of boats have been thrown across Little River, a tributary of the Yangtze, at the confluence of which stands Chungking.

H.M.S. "Tern" is of 287 tons, 1,200 horse-power and carries two 8 inch guns.

W. R. Hammond, b Ironmonger 251
D. R. Jardine, run out 28
E. Hendren, c Richardson, b Blackie 74
A. P. F. Chapman, c Ryder, b Blackie 20
H. Larwood, c Ryder, b Grimmett 43
G. Geary, lb.w., b Blackie 66
M. W. Tate, lb.w., b Blackie 25
G. Duckworth, not out 39
J. C. White, st Oldfield, b Hendry 29
Extras 10

Total 638
BOWLING ANALYSIS:
O. M. R. W.
Nothing 42 15 60 0
Grimmett 64 14 191 2
Ironmonger 68 21 142 2
Blackie 59 10 148 4
Hendry 23.1 4 52 1
Ryder 11 3 22 0
Kippax 5 3 11 0

Fall of wickets: 1 for 37 runs (Sutcliffe), 2 for 65 (Hobbs), 3 for 148 (Jardine), 4 for 293 (Hendren), 5 for 341 (Chapman), 6 for 432 (Larwood), 7 for 496 (Hammond), 8 for 523 (Tate), 9 for 589 (Geary), 10 for 638 (White).

Australia—2nd Innings
W. M. Woodfull, run out 111
V. Y. Richardson, c Hendren, b Tate 0
H. L. Hendry, lb.w., b Tate 112
A. F. Kippax, lb.w., b Tate 10
J. S. Ryder, c Chapman, b Larwood 79
O. Nothing, run out 44
W. A. Oldfield, lb.w., b Tate 0
C. V. Grimmett, c Chapman, b Geary 18
D. J. Blackie, not out 11
H. Ironmonger, b Geary 0
Extras 12

Total 897
Fall of wickets: 1 for 0 run (Richardson), 2 for 216 (Hendry), 3 for 234 (Woodfull), 4 for 248 (Kippax), 5 for 345 (Ryder), 6 for 348 (Oldfield), 7 for 370 (Nothing), 8 for 397 (Grimmett), 9 for 397 (Ironmonger).

BOWLING ANALYSIS:
O. M. R. W.
Larwood 35 5 105 1
Tate 46 14 99 4
Geary 31.1 11 55 2
White 30 5 32 0
Hammond 9 0 43 0

England—1st Innings
M. W. Tate, c sub., b Hendry 4
G. Geary, b Hendry 8
G. Duckworth, not out 2
J. C. White, not out 0
Extras 0

Total (for 2 wks.) 16
Fall of wickets: 1 for 3 runs (Tate), 2 for 13 (Geary).

BOWLING ANALYSIS:
O. M. R. W.
Nothing 4 0 12 0
Hendry 8 2 4 2

VEHICULAR FERRY FOR HONG KONG

WORTH WHILE?

INTERESTING GOVERNMENT PAPER IS ISSUED

COST NEARLY 2 MILLIONS.

Among the papers "laid on the table" at the meeting of the Legislative Council this afternoon was one dealing with the proposal for a vehicular ferry from Hong Kong to Kowloon. The paper is in the nature of a summary of what has been done up to the present, opening with the proposal of the Director of Public Works on October 20, 1926, this advocating a vehicular ferry service between berths at Jordan-road, Kowloon, and Murray-road, on the Island, a distance of about 1 1/2 miles.

Double-ended ferry boats were suggested. This design provides for vehicles and passengers embarking or disembarking at either end of the boat. When the ferry boat is

CARVALHO YEO

The Full Court sat this afternoon to decide the point reserved at the November Criminal Sessions in the trial of Carvalho Yeo, in the Treasury \$250,000 forgery case, in which accused was sentenced to ten years' hard labour by the Puisne Judge (Mr. Justice Jack).

The point was raised by Mr. F. C. Jenkin, C.B.E. (for the defence) who maintained that the Police file on the case should be produced in full because the Crown had used one document in it for evidence.

A letter from Mr. Jenkin was read to the effect that the defence no longer desired this point to be dealt with. Yeo spoke on his sentence and was told by the Chief Justice to petition the Governor. The Court then adjourned sine die.

berthed, a double deck ramp about 1 1/2 feet in length would provide facilities for traffic between the decks and the roadway. The ramp would be hinged at the shore end in such a manner as to permit the seaward end to be raised or lowered and thus provide for adjusting the outward end of the ramp to the level of the boat deck, whilst the shore end of the ramp remains at the street level. The ramp would require to be operated by mechanical power as the construction of pontoons for this purpose is not practical. The steepest grade on ramps will be about 1 in 9; this would occur at low water of extraordinary Spring Tides.

It was proposed that the ferry boats should be designed for a speed of about 10 1/2 knots, i.e., a crossing including time occupied in berthing will take about 10 minutes. A period of 10 minutes at berths should be ample time for unloading and loading of boats. Two ferry boats should therefore provide a twenty minute service. A faster service may be necessary at certain periods of the day. For this purpose and for the proper maintenance of a 20 minute service, it is considered that three vehicular ferry boats are necessary.

Not Justified

The report then gives a resume of correspondence between the Government and the Hong Kong General Chamber of Commerce, details concerning which have already been published, and adds: "The investigations which have made would indicate that better facilities for cross harbour transport are very desirable; also that the number of vehicles crossing by ferry would probably not exceed a daily average of 150, and might be considerably less than this figure if the fare was much in excess of \$1.00 per trip. It would therefore appear that at the present time, a vehicular ferry would be unable to earn sufficient return to justify the cost of installation."

Estimated Cost

The estimated cost of establishing the proposed vehicular ferry service is as follows:—
Jordan-road;
Reclamation, Ferry Pier and Office (Estimate includes about

BRITISH SHIPPING IN CHINA SEAS

PIRACY PROTECTION

EARNEST CONSIDERATION OF H.M.'S GOVT.

STATEMENT BY FIRST LORD

London, Yesterday.
In the House of Commons, Sir Robert Thomas, Bart. (Liberal), referring to the continuance of piracy in the China Seas, asked if measures had been adopted or were being adopted to protect shipping there.

Mr. W. C. Bridgeman, (First Lord of the Admiralty) replied that the whole question, which touched many interests, was now and had been under the earnest consideration of His Majesty's Government.—Reuter.

BRITISH RIGHTS

HANKOW THREATENS TO IGNORE POWERS OF SEARCH

A somewhat anxious position is being created at Hankow, says a British Naval wireless message of Tuesday's date, through the further activity of the Wine Tax Bureau. Definite instructions by the National Government at Nanking are being ignored by the local Tax officials who intimate their intention to enter and search British property in defiance of Treaty rights.

It will be recalled that the Tax Bureau insisted on inspecting the Hankow Club's stock of wines. The Club is in Special Administrative Area No. 3, which was formerly the British Concession, and is now under joint Sino-British control.

\$75,000 for offices) \$520,000.00.
Hong Kong Site:
Reclamation, Ferry Pier, Offices, Taking over V.R.C. property and Road Formation. (Estimate includes about \$75,000 for offices and \$125,000 to replace Murray Pier) \$620,000.00.
Ferry Boats:
3 Nos. Vehicular & Passenger Ferry Boats \$750,000.00.
Total Cost of piers, and ferry boats \$1,809,000.00.

Revenue
Whilst the cost of operating the proposed ferry service can be estimated with some degree of accuracy, the volume of traffic which would make use of the vehicular ferry is not known. In consequence, a correct estimate of receipts could not be framed; however, in order to show how the vehicular ferry service would be required to operate in order to give a satisfactory return for the first year, the following assumptions were made.

(a) Twenty minute service.
(b) Ferry boats to ply between 6 a.m. and 12 midnight, thus making 108 trips per day.
(c) An average of 4 vehicles carried per trip.
(d) An average of 30 first class and 20 third class passengers carried per trip.

Receipts
108 ferry crossings per day, 4 vehicles carried per trip. Say 450 vehicles at average fare of \$2.00 per vehicle per trip \$900.00.
30 first class passengers on 108 trips. Say 3,000 first class passengers at 10 cents per trip \$300.00.
20 third class passengers on 108 trips. Say 2,000 third class passengers at 5 cents per trip \$100.00.
Total revenue from traffic per day \$1,300.00.
Total revenue from traffic per annum: 365 days \$1,300.00.
Rent of 40 sites for garages at \$100 each \$4,000.00.
Total revenue per annum \$479,500.00.

Annual Expenditure.
Cost of operating and maintaining 3 ferry boats \$128,000.
Salaries of clerical staff, inspectors, lift attendants, coolies and seamen \$15,000.
Depreciation of ferry boats 7 1/2 per cent. \$750,000.00 (estimated cost) \$56,250.
Maintenance of piers and ferry buildings, &c. \$18,000.
Depreciation of piers and buildings and sea wall, 8 per cent. of \$1,000,000 (estimated cost) \$80,000.
Total expenditure including depreciation \$282,250.00.
Nett Revenue per annum \$197,250.00.

London, Yesterday.
Imperial Airways, announce a merger between themselves and the Cobham-Blackburn Air Lines, Limited, and has arranged for the operation of air services to Africa, particularly the establishment of a route to Egypt and Capetown.—Reuter.

MR. ORMSBY-GORE'S VISIT TO FAR EAST

OFFICIAL REPORT

MALAYA: ITS RUBBER AND RESTRICTION

IMPRESSED BY JAVA

London, Yesterday.
The report of Mr. Ormsby Gore (Under-Secretary for the Colonies) on his visit to Malaya, Ceylon and Java, has been issued as a Blue Book of 166 pages.

The most interesting part deals with rubber, regarding which he says he is convinced that on research rather than restriction depends the prosperity of the rubber industry. The principal result of restriction has been to stimulate immensely both quality, quantity and production in the unrestricted areas.

It may be premature to prophesy a great industrial future for Malaya but the development of factory production there is sufficiently striking to make one wonder whether the growing demand in the East for rubber manufactures will not be ultimately met by the establishment on a large scale of manufacturing industry in countries where the raw material is produced.

Every sympathy must be felt for the efforts of the rubber industry to organise itself and stabilise the marketing of rubber, but he feels very strongly that the less any Governments have to do with such schemes, the better.

Stabilisation
Dealing with the schemes of stabilisation Mr. Ormsby-Gore points out that they depend on the renewed intervention of Colonial Governments and an understanding for identical action by the Government of the Dutch East Indies and nothing he had learnt in Java would lead him to suppose that the second of these conditions was likely to be realised.

He concludes by expressing the opinion that it is clear that modern developments in bud-grafting and selection are destined to play a very important part in future rubber industry than any other factors. The report says that Mr. Ormsby-Gore was much impressed by the work of Holland as a colonial power in the Far East. Probably no tropical dependency is more fascinating or of more varied interest than Java. He feels that he owes a very special debt to the Dutch Government for the invitation to visit it and to the Governor-General of the Dutch East Indies and the many officers serving under him for their generous welcome and hospitality. Everything possible was done to facilitate his tour of the island. He hopes that his report will arouse interest in Java and its fine record of achievement, particularly in the scientific fields which are evidenced there.—Reuter.

LOCAL ESTATES

THREE MORE PASS THROUGH THE COURT

MR. CHARLTON THORNE

Mr. Charlton Thorne, late of The Ridge, near Petersfield, Hampshire, left estate in Hong Kong valued at \$40,000. Net personality at Home was \$58,803. Re-sealing of probate has been granted by the Chief Justice, Hong Kong, to Mr. D. V. Stevenson, attorney of the widow, Mrs. Nancy Stuart Thorne. Letters of administration have been granted to Mr. John Fleming and Mr. A. Ritchie, chartered accountants, to the estate of Mr. Li Fung, alias Li Fung-tse, who died on Aug. 25 at No. 63, Woo Ling-lane, Tai Sun-street, Canton. The Hong Kong estate has been valued at \$80,000.

Mr. Wong Tung, alias Wong Chun-nam, accountant, who died in Hong Kong, left \$25,000. Letters of administration have been granted to the widow, Li Tam-shi, of No. 16, Chiu Lung-street.

BY AIR TO AFRICA

AN IMPORTANT MERGER ANNOUNCED

London, Yesterday.
Imperial Airways, announce a merger between themselves and the Cobham-Blackburn Air Lines, Limited, and has arranged for the operation of air services to Africa, particularly the establishment of a route to Egypt and Capetown.—Reuter.

(Continued at foot of Next Column)

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LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON
SATURDAY, 22nd December, 1928, commencing at 11 a.m. at their Sales Room, Duddell Street.

(for account of the concerned)

- 1 Case Fancy Worsteds
- 2 Cases Wool Gabardines
- 2 Cases Wool Herringbone
- 5 Cases Wool Coatings
- 1 Case Herringbone Coatings
- 2 Cases Sarsons
- 2 Bales Old Newspapers
- 2 Cases Mason's O. K. Pickle and

A Quantity of
MISCELLANEOUS GOODS
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 20th Dec., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, 24th December, 1928, at 11 o'clock a.m., at Hoi's Wharf, Kowloon.

- 2 Cases Machinery
- 20 Steel Barrels

and
28 Iron Drums—Godown No. 25, Kowloon Godowns, Kowloon.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 20th Dec., 1928.

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Our men are employed by the leading passenger lines. We guarantee satisfaction.

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K.661—No. 2, Saigon
Street, Yaumati or
C.2560—No. 36, Tung
Man Street.

NOTICES.**NOTICE.**

GRADUATES of the University of Hong Kong who are at present resident in the Colony and who wish to attend the Congregation are requested to send their names and addresses to the Registrar as soon as practicable.

W. B. FINNIGAN,
Registrar.

19th December, 1928.

THE HONG KONG JOCKEY CLUB**ANNUAL RACE MEETING.**

25th, 26th, 27th February and
2nd March, 1929.

DRAFT PROGRAMME and ENTRY FORMS are now ready and may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Hong Kong, 15th Dec., 1928.

FANLING HUNT.

ALL HOUND FIXTURES are cancelled until further notice owing to an outbreak of distemper.

The Meet on SUNDAY, 23rd instant will be at the Hunters Arms at 11 a.m. and will take the form of a "Cross-Country Scramble."

**FANLING HUNT
Steeplechases.**

SATURDAY, 22nd December.
First Race 3 p.m.

Admission to Public Enclosure
\$1.00
(Soldiers and Sailors in uniform
half price).

Cars parked on course \$10.00 each.
Special train leaves Kowloon
1.50 p.m.
Returns 5.40 p.m.

First class return fare including
admission to Public Enclosure
\$2.00.

Free parking for cars.

**HONG KONG GENERAL
CHAMBER OF COMMERCE.**

(In Voluntary Liquidation.)

AT AN EXTRAORDINARY GENERAL MEETING of the above-named Association held on 14th December, 1928, it was resolved that the Association be wound up and that John Fleming and Archibald Ritchie, Chartered Accountants, be appointed liquidators.

Notice is hereby given that Creditors of the Hong Kong General Chamber of Commerce are required on or before the 31st day of December, 1928, to send in particulars of their debts and claims, if any, to the undersigned at Chartered Bank Building, Victoria, Hong Kong, when claims admitted will be paid in full.

Dated this 15th day of December, 1928.

JOHN FLEMING,
A. RITCHIE,
Liquidators.

PUBLIC AUCTION.**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of December, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rental.	Upset Price.
Lot 1, Shamshui.	100 ft. by 100 ft.	1.0000	20,000	25,000

PETITION TO GOVT.

(Continued from Page 2.)

transfer specifying the securities and executed by the registered holder, but in blank as to the date and the name of the transferee. Such a transaction constitutes an equitable mortgage.

"If the registered holder of securities gives a blank form of transfer, together with the certificates for the shares, to a creditor by way of security, he thereby confers upon him authority to complete his security by filling up the transfer and obtaining registration."

(Halsbury's Laws of England, Vol. 27, para 483 and 484, pp. 236 and 237).

"Sometimes the articles require a transfer to be by deed; but this requisition causes inconvenience and securities no benefit. Thus where the transfer may be by instrument in writing as above, the shareholder may sign a blank transfer, and hand it over to a purchaser or mortgagee, with authority to the holder of it for the time being to fill in the name of a transferee and such a transfer when filled up can be sent in for registration, and no objection can be raised by the company to its validity." (Authorities quoted.)

"But where a deed is required, this convenient plan is not properly available; for a deed executed in blank is inoperative as a legal transfer." (Authorities quoted.)

"Nevertheless, such are the exigencies of business, that even where a deed is required blank transfers are frequently resorted to, in the expectation that the company will not notice or take advantage of the irregularity. It seems, however, desirable to make the articles accord with the general practice."

(Palmer's Company Precedents, 11th Edition, Part 1, p. 659 and 670).

Court of Appeal Case Stubbs v. Slater (1910 1 C. D. 632).

That case involves certain share transactions between a broker and a client in which the client deposited with the broker as security a certificate for 390 Gas shares and signed a blank transfer of the same.

At the bottom of page 638 et seq. Cozens-Hardy M.R. says as follows:—

"The plaintiff handed over to the brokers one certificate for the 390 shares together with a transfer executed by the plaintiff in blank, in which the numbers of the shares were specified, but the name of the purchaser and the consideration were, of course, not specified. It was the ordinary well-known transfer in blank. Now what is the effect of that? I am astonished that there should be any doubt about it. So long ago as 1899 Stirling J. in London and Midland Bank v. Mitchell (1) dealt with a case of precisely this nature and indicated what was the legal effect of it. That was a case in which certain shares together with a blank transfer had been deposited with a bank to secure a debt, and it was held that the bank had not lost their right against the shares although their simple contract remedy against the client was lost by reason of the Statute of Limitations. The Court there pointed out that the whole transaction was a mortgage as to which the bank were entitled to the ordinary remedy of foreclosure."

Lord Justice Buckley, in dealing with one of the points raised in that case, namely, that the broker in the circumstances should not have sold all the shares in one lot, says:—

"That leaves a third point. It is said that the brokers sold too many shares. I confess that is a contention which surprises me. The plaintiff had given the brokers a transfer of 390 shares together with one share certificate for 390 shares. The transfer was signed by the transferee in blank. The brokers were therefore in possession of an instrument which enabled them to sell and complete the sale of 390 shares, and no less. It is said that they ought to have sold only 800 out of the 390, that they should first have filled in their own names as transferees of the 390 and then have sold 800. Suppose the shares had been partly paid shares. Were the mortgagees bound to put the shares into their own names? Certainly not."

Registration of Transfers

10. That in support of Your Petitioners' contention set out above that the English Revenue Law has made provision for the operation of the system of Blank

Transfer, Your Petitioners desire to refer to a statement contained in Halsbury's Laws of England, Vol. 27, page 245, which is quoted in paragraph 21 (6) hereof, to the effect that the transfer, in the case of a purchase on a Stock Exchange, contains the price payable by the ultimate purchaser, and that this price, where the transaction has passed through intermediate purchasers, may differ from that to be received by the transferor. That statement quotes the Stamp Act, 1891, section 58 (4) as governing the amount of Stamp Duty payable in such cases, which sub-section is as follows:—

"(4) Where a person having contracted for the purchase of any property, but not having obtained a conveyance thereof, contracts to sell the same to any other person, and the property is in consequence conveyed immediately to the sub-purchaser, the conveyance is to be charged with ad valorem duty in respect of the consideration moving from the sub-purchaser."

11. That the Bill seeks to prevent any transaction or dealing in shares unless the same is followed by a formal registration with the Company; in other words, it seeks to abolish the universally recognised and long established practice "Blank Transfer."

12. That upon the receipt of an application for transfer, the registering Company has certain duties to perform in ascertaining that the transfer is valid. And that "in order to ascertain whether a transfer is valid, and as to whether, when there is a discretion to refuse registration, the directors ought to have a reasonable time to consider the matter. Usually the directors notify to the registered holder that a transfer has been lodged for registration. If the registered holder does not reply to such a notification and a forged transfer is registered, he is not estopped from having the register rectified by substituting his name for that of the transferee."

(Halsbury's Laws of England, Vol. 5, page 193).

13. That, at present, when registration of transfers is optional and not compulsory, the period taken to perfect a registration varies with different companies from a couple of days to one week or even longer. It would, Your Petitioners submit, be a fair assumption to make that, under the new provisions, the number of registrations will increase and not decrease, and that the time taken to perfect a registration will correspondingly be lengthened and not reduced.

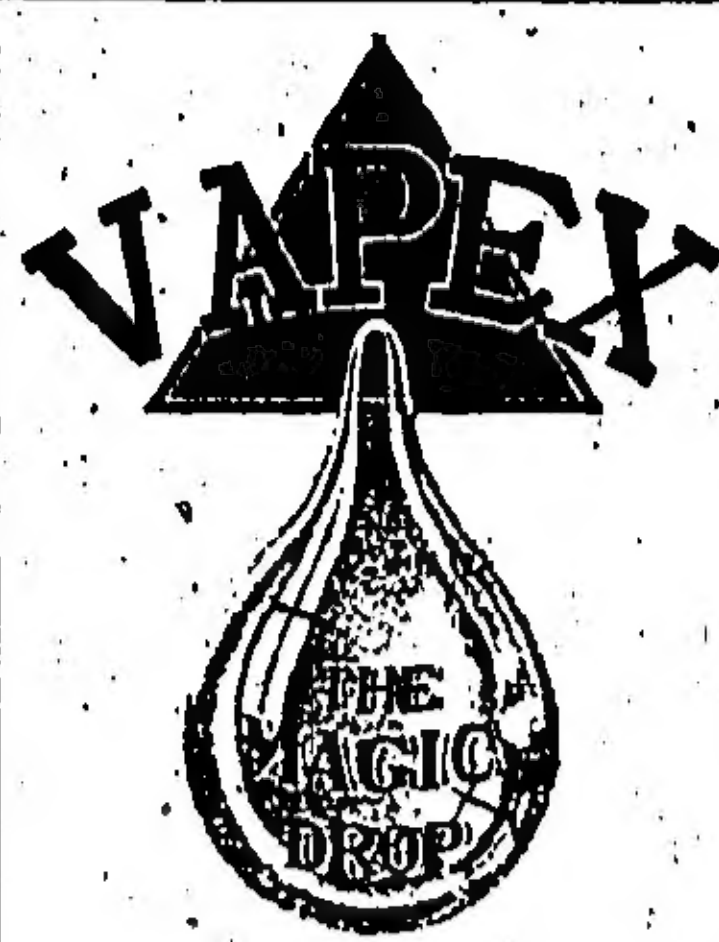
Numerous Difficulties

14. That Your Petitioners submit that the practical difficulties in the way of carrying out the provisions of the proposed enactment are too numerous and complicated to be exhaustively set out, and they ask leave to state a few hypothetical cases by way of example:

(1) Suppose A, wishing to buy some shares, has arranged with a personal friend B, to lend him part of the purchase price, on the understanding that B was to have an equitable mortgage on the shares for the loan. How would the transaction be carried out under the new provisions?

(Continued on Page 4.)

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SHINYO MARU Monday, 7th January.

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PETITION TO GOVT.

(Continued from Page 3.)

- (2) Suppose, further, that B, a month later, has to make a business trip to Canton. Before he leaves, he would naturally entrust his marketable securities to the custody of his partner or some responsible agent. Suppose that, during B's absence, A, for pressing business reasons, desires to sell out the shares. How would A complete the proposed transaction and obtain a "re-conveyance" from B, who is absent?
- (3) In some well-known companies the shares of which are regarded as first-class investment, the directors exercise a very strict discretion as to not allowing more than a certain number of shares to be registered in the name of a person. At present anyone wishing to buy shares in such a company, but for reasons indicated above, is unable to obtain a registration of such shares in his name, adopts the expedient of having the shares transferred in the name of a trusted nominee who hands back to such a person the scrip together with a blank transfer. How can such a person now invest his money in such shares?
- (4) Frequently shareholders who are desirous of having someone to be on the Board of Directors to represent and look after their interest lend shares to such a person to enable him to have the necessary qualification shares as a director. In such cases the usual procedure is for the shareholders to transfer the necessary shares into the name of the proposed director who hands back the scrips together with blank transfers to the true owners. How would such shareholders carry out such an arrangement under the new provisions?
- (5) Loans are frequently obtained on the security of partly paid-up shares under the existing practice of blank transfer, when lenders are satisfied with the temporary financial position of the company, and are not themselves subject to any risk of future calls. They would not lend if the shares had to be transferred into their names.

No Substantial Evasion

15. That, indeed, Your Petitioners submit that the manifold and well-known insuperable difficulties in the way of compliance with the suggested provisions, having regard, on the one hand, to the time which the registering company must necessarily take, in ascertaining the genuineness of the transferor's signature, in making enquiries from the transferor as to obviate the risk of fraud or forgery, and in generally perfecting the transfer, and, on the other hand, to the frequency, urgency and multiplicity of everyday commercial, business, and friendly transactions are too obvious to be laboured by Your Petitioners.

16. That Your Petitioners humbly suggest that, as regards imposts such as Estate Duties, the possibility of their evasion must inevitably increase in proportion to the degree of what Your Petitioners may loosely describe as "negotiability" possessed by the property which it is sought to tax. For instance, Your Petitioners venture to think that there is no property which is more susceptible of evading Death Duties than bank notes and currency, and yet would anyone suggest that the negotiability of bank notes and currency should be destroyed, or even impaired, for the sake of preventing the evasion of Death Duties?

17. That the proposed legislation will fundamentally affect the proprietary interest of shareholders. It will prevent such shareholders from exercising their vested and legitimate rights of dealing with their own properties in the way they please. It will, in short, entail consequences on shares which can fairly be described as revolutionary in their effect and disastrous in their operation. And it will, finally, necessitate the creation by the Executive, for the purpose of carrying out its provisions, of two entirely new, privileged and arbitrary classes of persons, i.e., "Authorized Bankers" and "Authorized Dealers."

18. That, entirely apart from, and irrespective of, the practical difficulties referred to above, Your Petitioners humbly but earnestly submit that such legislation cannot be supported unless an overwhelming case of necessity, and in the interests of the well-being of the community as a whole, could be made out by the Government. Your Petitioners humbly submit that mere evasion of Duties emphatically cannot constitute such a case, for it should be the duty of the Government to devise some

means, in accordance with constitutional principles, to prevent such evasion, without resorting to the simple but unfair expedient of punishing the innocent with the guilty.

19. That Your Petitioners submit that, in fact and in truth, there is no substantial evasion of Duties in either case, and beg leave to deal with each case in turn.

Estate Duties

20. Estate Duties.
(1) That Shares, belonging to a deceased person, which were his at the time of his death, and although accompanied by blank transfers signed before his death, of course constitute "property" of which the deceased was at the time of his death competent to dispose, and are liable as such to Estate Duty (Estate Duty Ordinance, 1915, section 5 (1), (a).)

(2) That whatever might have been the practice in the past, Your Petitioners understand that the practice is, and has for some time been, for the Estate Duty Commissioner to notify all the local companies of the death of any person, representation to whose estate is being applied for.

(3) That in any case such a practice could easily be introduced. Under such a practice, on receipt of such a notification, the company concerned would inform the Estate Duty Commissioner of any transfers which had already taken place, and such company would hold up any application for transfer sent in subsequent to the notification, until the Estate Duty Commissioner had been communicated with and his sanction had been obtained.

(4) That Your Petitioners understand the following cases are merely examples of numerous similar cases within the experience of local legal practitioners:
(a) A well-known Chinese gentleman, a few months prior to his death, took out from his bank some Union shares which he sold to meet some business obligations. The purchaser took possession of the scrips and blank transfers, but did not send them to the Company for registration until some time after the seller's death. What happened? The transfer was held up; it was only after the Estate Duty Commissioner had been completely satisfied by the clearest evidence of the bona fide sale prior to the seller's death; and that the shares were accordingly not liable to duty, that the purchaser could perfect his registration.

(b) Another Chinese gentleman, who had purchased certain shares and had them transferred to his name, sold them years before his death. He died insolvent. There was no "estate" to be administered, and no application for legal representation to his estate was necessary. Before the true owner could effect the necessary transfer, the Estate Duty Commissioner had to be similarly satisfied.

Remedy for Evasion

(5) Having regard to such safeguards Your Petitioners submit that evasion of Estate Duty must be rare. If any evasion still exists, it must, it is conceived, be confined to the cases where the death is unknown to the Estate Commissioner, and the estate consists of property of such a nature that, as a matter of practical necessity, no application for legal representation need be made. Cases of this kind would probably be few and negligible. Moreover, even as regards such cases, and, indeed, other possible cases of evasion, Your Petitioners submit that a cogent answer to the suggested desperate remedy is as follows:
(a) If the death takes place in Hong Kong, the Government should experience no difficulty in ascertaining such a death and acting on it, on the fair assumption that there is businesslike co-operation between the Estate Duty Department and the Registrar of Births and Deaths.

(b) In any event the Bill can be no more efficacious in preventing cases of wilful evasion, since care would naturally be taken to get the person to sign the blank transfer before his death, and to obtain due registration under the suggested provisions. Indeed, in the realm of criminology, forging the deceased's signature to a transfer, for the purpose of evading duty is of course not unknown.

(6) That application for legal representation involves the making of an oath or affirmation verifying the account which has to be filed with the Estate Duty Commissioner, and in which is set out "all the property in respect of which Estate Duty is payable upon the death of the deceased" (Estate Duty Ordinance, 1915, Section 10);

and a false declaration renders the person making the same liable to the severe sanction of the law of perjury. Moreover, heavy penalties are imposed by the Ordinance for "inter-meddling" (Section 19); and for delay in lodging the account with the Estate Duty Commissioner (Section 12).

(7) That Your Petitioners submit that the existing law should therefore furnish a sufficient deterrent to evasion. Your Petitioners venture to suggest that if it is not effective in stopping evasion in toto, it is because, human nature being what it is, no law can abolish crime in its entirety.

(8) That having made their humble submissions that the proposed legislation cannot be justified by the plea of preventing the evasion of Duties, even if such evasion in fact exists, but that, in practice, there is, and can be, no substantial evasion of Estate Duties, Your Petitioners beg leave to deal with the other avowed objection of the Bill, namely the prevention of the evasion of Stamp Duties.

Stamp Duties

21. Stamp Duties.
(1) That Your Petitioners respectfully contend that there can of course be no question of "evasion" unless there is some substantial legal liability which is being evaded.

(2) That the Stamp Duty Ordinance 1921, Section 29 (1) provides:

"Where the consideration, or any part of the consideration, for conveyance on sale consists of any shares or marketable securities, the conveyance is to be charged with *ad valorem* duty in respect of the value of the shares or securities on the day of the date of such conveyance."

(3) That Heading 40 of the Schedule to the Ordinance says:—
"(1) Transfer of shares 20 cents for every \$100 or part thereof of the value of the shares on the date of stamping. Period within which the instrument must be stamped; Before delivery by the broker...."

(4) That in their preliminary observations Your Petitioners have already submitted that a transfer of shares is not legally complete until the same has been registered with the Company, and that the practice of dealings in shares by means of blank transfers, and without completing the transfers, is of historic origin, and is well-known and well established. The stamp on the transfer is payable in respect of the complete "conveyance," not in respect of any intermediate dealings with the mere right of ultimately calling for the completion of the transfer by the ultimate purchaser or other party entitled, e.g. a mortgagee.

(5) That this is the position recognised and acted upon in England is shown by the following quotation:

"That transfer, in the case of a purchase on a Stock Exchange, contains the price payable by the ultimate purchaser. Where the transaction has passed through intermediate purchasers, this price may differ from that to be received by the transferor, and a note to this effect is to be found upon most forms of transfer used by stockbrokers. Where this

(Continued on Page 8.)

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SANTHIA	7,754	1st Jan.	Amoy, Shanghai, Moji, Kobe, Y'hama & Osaka.
MOREA	10,053	4th Jan.	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	7th Jan.	Moji, Kobe, Osaka & Yokohama.
ARAFURA	6,000	18th Jan.	Amoy, Shanghai, Moji, Kobe & Osaka.
TILAWA	10,005	12th Jan.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	18th Jan.	Shanghai, Moji, Kobe & Yokohama.
*PATIWA	5,907	18th Jan.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,335	20th Jan.	Amoy, Moji, Kobe & Osaka.
TAKADA	6,949	28th Jan.	Amoy, Moji, Kobe & Osaka.

*Cargo only.

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CRIMINAL CASES

TWO PIRACY CHARGES TO BE DEALT WITH

Two piracy cases in the December
Criminal Sessions calendar have
been adjourned to Dec. 28.

One man stands charged in con-
nection with the "Anking" affair in
which two British officers and a
Chinese quartermaster lost their
lives. There are two counts in the
indictment, one of "ordinary piracy"
and the other of piracy with
endangering life. This case has
been adjourned to enable the officers
of the "Anking" to give evidence.

In the other case, accused is
charged with piracy on a fishing
boat. Mr. C. G. Alabaster, O.B.E.,
K.C., has been retained for the de-
fence. As was outlined by Mr.
Somerset Fitzroy (assistant At-
torney-General) yesterday, a plea of
autrefois acquit is being raised and
the adjournment has been ordered in
order to enable the defence to ob-
tain evidence that accused has been
tried in Chinese territory, for the
same offence, under the Chinese
law, and that, therefore, he should
not be tried again here.

NAVAL MOVEMENTS

TWO DESTROYERS COMING SOUTH

H.M.S. "Stormcloud" left Nan-
king and H.M.S. "Stirling" left
Wuhu, both yesterday, for Shang-
hai, en route to Hong Kong.
They are in the 8th Destroyer
Flotilla.

H.M.S. "Hermes," the aircraft
carrier, arrived yesterday after-
noon from Manila, as did H.M.S.
"Bluebell," a sloop, from Takao.

H.M.S. "Kent," the flagship,
left yesterday for Sandakan.

H.M.S. "Foxglove," a sloop
left Chefoo yesterday and arrived
at Chinwangtao this morning.

THE "BRITANNIC"

NEW WHITE STAR'S MOTOR LINER

London, Yesterday.
The motor vessel of 27,000 tons
being built for the White Star Line
at Messrs. Harland and Wolff's
yard in Belfast will be named the
"Britannic."

The vessel will be used on the
Liverpool-New York service—
British Wireless Service.

MOVEMENTS OF STEAMERS

The B. L. s.s. "Benmore" from
Europe and Straits left Singapore
for this port Dec. 14, and is due
to arrive here to-day.

The C.P.S. R.M.S. "Empress of
Asia" arrived at Shanghai on Dec.
17 at 4.30 p.m., left Shanghai on
Tuesday at noon, and is due at
Hong Kong this afternoon. She
leaves for Manila this evening.

The P. & O. s.s. "Naldera" left
Shanghai for this port on Tuesday
at 3.30 p.m., and is due here on
Friday at about 7 a.m.

The P. & O. s.s. "Kalyan" left
Singapore for this port on Tuesday
at 7 a.m. with the outward English
Mails, and is due here on Dec. 23
at about 6 a.m.

The M.V. s.s. "Ceylon" (Swedish
East Asiatic Co., Ltd.), left Dunkirk
on Nov. 15, and is due here on or
about Dec. 24.

CONSIGNEES.

NOTICE TO CONSIGNEES.

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signed on or before the 8th
January, 1929, or they will not be
recognised.

All broken, chafed, and damaged
goods are to be left in the Go-
downs, where they will be examined
on the 22nd inst. at 10
a.m., by Messrs. Goddard &
Douglas.

No Fire Insurance has been
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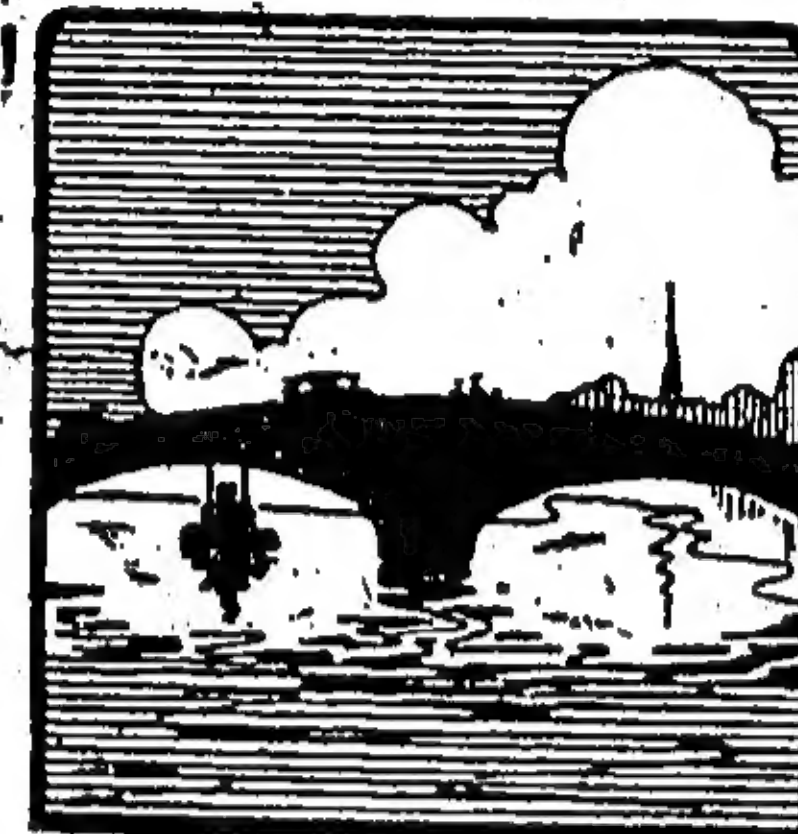
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RECORD CAPTURE

New York, Yesterday.
Treasury agents have seized on a
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largest haul ever made. The nar-
cotics arrived in five large cases on
Friday aboard the French liner
"Rechambeau" and were consigned
to a man in Philadelphia who is
believed to be head of a notorious
international narcotic syndicate.—
Reuter's American Service.

HONG KONG HOTEL VISITORS.

December 19, 1928.

Comdr. and Mrs. Acland.
Messrs. G. W. Bowler, Leo A.
Blok, H. and P. Bethell, J. Le
Baterf.
Messrs. E. J. Carmichael, N.
Cousen.
Mr. and Mrs. Armand Deutsch.
Mr. A. Danjou.
Mr. A. G. Ellinger.
Messrs. A. H. Farrar, C. Fritz.
Messrs. A. Gollin, W. Golding.
Garschagan, S. P. Gray.
Messrs. A. F. Henry, P. L.
Harrison, L. F. Hopkinson, Mr.
and Mrs. J. R. Hooley.
Mr. W. E. Illingworth.
Mr. J. E. Joseph.
Mr. C. Lewis, Miss H. Lillie.
Mr. and Mrs. H. R. Meier, Mrs.
L. Maurin, Messrs. Marchegoy,
W. L. McKinley.
Mr. A. V. Pinson.
Mr. and Mrs. Remnor, Mr. H. E.
Robertson.
Mr. J. A. Scott, Mrs. and Miss
Snell, Mr. and Mrs. D. Staley.
Mrs. and Miss Tomlins.
Messrs. R. P. Whitlam, T.
Wollock, E. T. Wheatcroft, Frank
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Pres. McKinley Jan. 13th	Pres. Taft Jan. 8th
Pres. Grant Jan. 29th	Pres. Jefferson Jan. 22nd
Pres. Cleveland Feb. 12th	Pres. Lincoln Feb. 5th

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Pres. Van Buren Jan. 13th 8 a.m.	Pres. Adams Feb. 24th 8 a.m.
Pres. Hayes Jan. 27th 8 a.m.	Pres. Garfield Mar. 10th 8 a.m.

To Manila

Pres. Jackson Dec. 22nd 6 p.m.	Pres. Jefferson Jan. 15th 6 p.m.
Pres. Taft Jan. 1st 6 p.m.	Pres. Grant Jan. 19th 6 p.m.
Pres. McKinley Jan. 5th 6 p.m.	Pres. Lincoln Jan. 29th 6 p.m.

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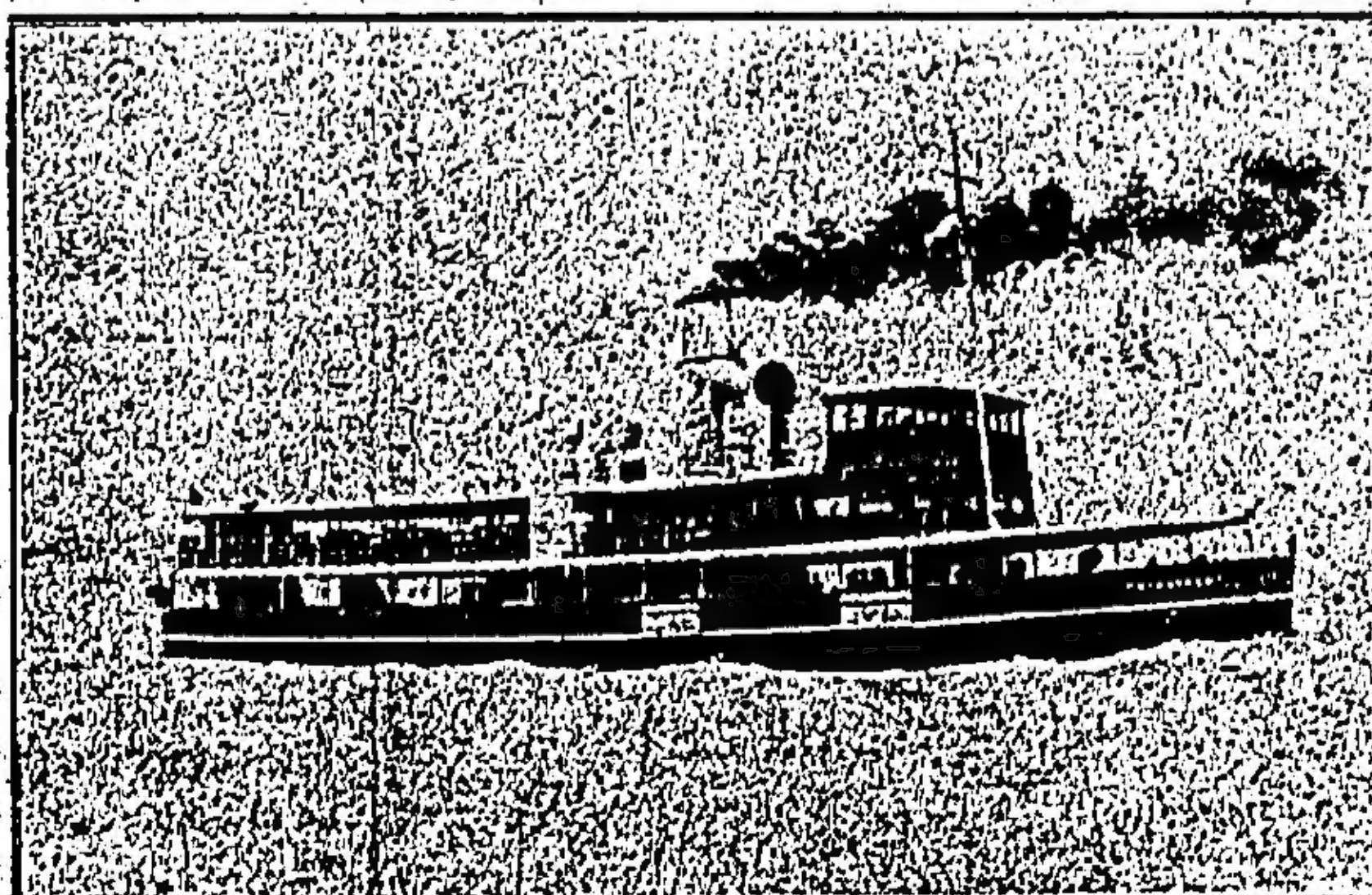
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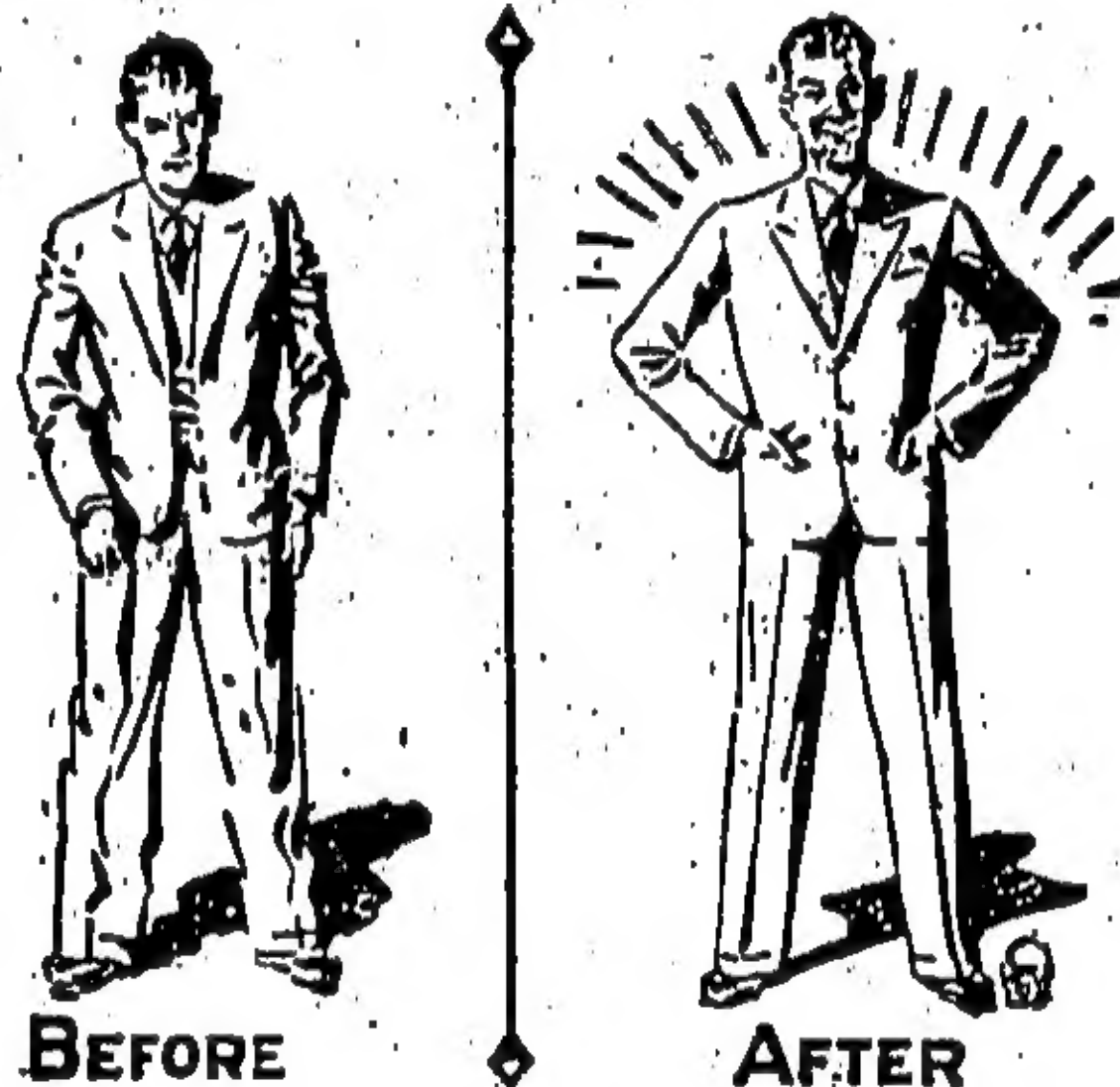
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Hong Kong, Thursday, Dec. 20, 1928.

OUR GLORIOUS GAME

Once again has the game of cricket justified itself; once again has its "glorious uncertainty" been asserted, and Britons all over the world are marvelling at the almost-wondrous exhibition provided by Ryder's merry men at Sydney. When the word came through that England had won so easily the first Test match, and then when we heard that Australia, in the first innings of the second encounter, had put up a meagre two hundred and odd runs, the general opinion was that it was all over bar the shouting. Woodfull and Hendry, yesterday, put a different complexion upon the game. Both scored centuries, and at the tea interval, although the latter had fallen to a straight but intercepted delivery from our own Maurice Tate, they had compiled, between them, very few runs less than their whole side was able to put together in the first knock-up. Thus was Australia retrieved from the slough of despond. At this juncture, apart from what ever happened afterwards, the home side at Sydney had a sporting chance. That is the fun of cricket.

Having progressed as far as the middle of the Second Test, we are able, in a degree, to gauge the values of the respective sides. On the face of it, England, has sent to the Antipodes a sterling team and one above the collective worth of many that have gone in the past. Truly so, but one should hesitate to weigh England's merits against Australia's misfortunes. In the first Test, it

must be remembered, our cousins were deprived of the assistance of two remarkable players, one being their national idol, to wit, "Jack" Gregory, of bowling fame. And in the match now in play, the best of fortune has not attended them. England's victory, however, at the first meeting, was a clear-cut one, and nobody would wish to deprive them of any of its fruits.

The second Test, at the time of writing, is in an interesting stage. If Australia wins, a lovely fight is before us. If England wins—and the portends are in her favour—we have the satisfaction of knowing that the land of Victor Trumper, C. G. Macartney, Warren Bardsley and W. W. Armstrong, to mention but a few of the stalwarts, is not, so far as cricket is concerned, played out. Woodfull and Hendry, yesterday, proved this. Of the records established in the course of the present tour it is too early to write. The one revolving around the highest single innings aggregate, England's magnificent six hundred and thirty-six runs, may yet, according to the standard of batsmanship so far seen, be surpassed. Be this as it may, our wonderful game, thanks to yesterday's happenings on the sun-baked pitch at Sydney, continues to hold its own in the hearts of all of us. England has won, but the glorious uncertainty of the game remains.

Signor Mussolini

Of Italy's dictator, the many-portfolioed Mussolini, it may be said with truth that there is no man in the world who is arousing more attention. And with equal truth it may be averred that no statement could please Signor Mussolini more than this. He likes to regard himself as a sort of Napoleon—only *il duce*, is, of course, much more versatile than Bonaparte ever was. But very little grass grows around where Mussolini is to be found; and indeed he needs to be something in the nature of a hustler, for a man who holds six offices of State, to say nothing of being *il duce* and the Premier combined, does not require to look around long to find something to do. Mussolini is, it seems, the Minister of Foreign Affairs, of the Interior, of War, and of the Navy. He is also the head of other Ministries that need not be specified. How it comes about that Italy tolerates such a state of affairs is mysterious enough, even more so than that any one man should imagine himself capable of conducting efficiently anything approaching the enormous amount of work involved in being the head of so many ministries. Mussolini is generally regarded as one of the most ambitious and egotistic men ever known, and one

who may yet attempt to set forth upon even more grandiose schemes than he has so far tried. That he has proved himself to be a patriot is certain, but it is very probable that in his endeavours to further his country's interests and his own he may do much more harm than good. His career is very well worth watching.

The spiritually minded minorities are more spiritual to-day, and that in a deeper sense than ever before. And from the point of view of the future, these spiritually minded minorities count more than any minorities have even counted in the past. About a hundred years ago William Blake wrote: "The fool shall never enter into Heaven, be he ever so holy." On the material plane the new age must achieve realisation on the spiritual plane as well. This is the great task which all of us who feel the call of the spirit within us must carry out.—"New York Times."

University graduates who wish to attend the forthcoming congregation are requested to communicate with the Registrar as soon as practicable.

We are in receipt of a very attractive calendar from Messrs. Reiss, Massey and Co., Ltd., sole distributors in Hong Kong and South China for the Westinghouse Electric International Co.

Mr. M. H. Chow, secretary of the Tam Yuen Club of No. 35 Queen's-road Central, reported that on December 8, his "boy," name Wu Hing, collected a sum of \$250 from various members of the club and absconded.

The P. and O. and British India Steam Navigation Companies have issued an attractive wall calendar for 1929 picturing the Thames at Grays, with the new P. and O. s.s. "Viceroy of India" and the B.I. s.s. "Manila," together with a handy diary and almanac, replete with maps and useful shipping and travel information.

SERIOUS CHARGE

ALLEGED OBSTRUCTION OF REVENUE OFFICER

CASE AGAIN ADJOURNED

The case in which Mr. Soo Shiu-kee, a member of a well-known local Chinese family, was charged with being in possession of two rounds of ammunition and with obstructing a Chinese Revenue Officer in the execution of his duty, was resumed at the Central Magistracy yesterday and again adjourned.

Mr. M. K. Lo appeared for the defence. Mr. B. C. K. Hawkins, of the Imports and Exports Office, watched the case in view of an allegation made by the defendant. The case was again adjourned.

"INSULTED"

FALKLAND ISLANDERS AND THE BATTLE FILM

Mr. Arnold Hodson, Governor of the Falkland Islands, South Atlantic, at a luncheon of the Royal Empire Society at Cannon-street Hotel, E.C., recently said: "The people I govern are all Scottish, most of them from the Highlands. That shows you it is a good country, as no Scotsman would live in a bad country."

Nothing touches the inhabitants so much as ridicule, and their grievance is that the film of the Battle of the Falkland Islands ridiculed and caricatured their volunteer corps.

Our volunteers are all men of good physique who wear the King's uniform, and in that film they are made to appear ridiculous, to make people laugh.

I know of girls from the islands who have seen the film in London and have gone away weeping. It is time there was a censor who would show that our colonies are not to be insulted.

A PRESIDENT'S SON

ENGAGEMENT ANNOUNCED

New Orleans.—Mr. Trumbull, of Connecticut, one of those attending the Governors' Conference here, has with him his daughter Alice, who has been long reported to entertain an attachment towards Mr. John Coolidge, the President's son.

While her father has been discussing with the other Governors problems of taxation, etc., Miss Trumbull has been interviewed by newspaper representatives. She admitted her engagement to young Coolidge, but denied that a White House wedding was in prospect.

"Has there been any formal

SORDID CASE

INDIAN CONSTABLE CHARGED WITH RAPE

"NOT GUILTY"

Mowiz Khan, an Indian constable stationed at Ngau-shi-wan, was yesterday afternoon acquitted of a charge of alleged rape against a 19-year-old Chinese girl. On the direction of His Lordship the Chief Justice (Sir Henry Gollan, K.C.) who stated that there was no case to go before them, the jury returned a verdict of "not guilty."

Dr. I. Newton, medical officer of the Kowloon Hospital, deposed to examining the girl. He found no marks of violence on her body. The marks found would be compatible with the girl having been a consenting party. She seemed to be of a very low order of intelligence.

For the Defence

Evidence for the defence was given by Suleman, Indian constable B643 was with the accused at the time of the alleged offence. The accused took the girl by the hand, and they both disappeared off the path. The girl did not struggle or cry out. She was not dragged off the path, but walked away with the accused.

Mr. Leo d'Almada, jun., for the defence, submitted that he had no case to answer. He pointed out that the evidence given by Doctor Newton was just as consistent with consent as without. That evidence did not in any way imply an assault on the girl. Also, there were no marks of violence on her body.

Further, the evidence of Suleman went to show that the act was not committed against her consent. Counsel submitted that there was no evidence to show that the girl did not consent.

After some discussion as to the girl's mentality, in which Mr. d'Almada contended that although her mental development had been arrested, it was arrested at such a point when she had already attained the faculty of differentiating between right and wrong, His Lordship addressed the jury.

His Lordship said that he could not see that there was any evidence at all on which he could direct the jury to hold that the act took place without the girl's consent.

If the girl had been so imbecile that she did not know what she was doing, did not know the difference between proper and improper conduct, and was incapable of exercising her own judgment at all, then there would have been a case against the prisoner, because one who had no control over judgment could not be held to give consent.

His Lordship continued that he had come to the conclusion it was impossible to get evidence from the girl. But the course of her life and conduct went to show that she was not an imbecile as far as he could see; to the extent to which she must be imbecile in order to hold her to be without judgment or knowledge of right and wrong.

It was, therefore, his duty under the circumstances, to say that there was no case to go before the jury and they must return a verdict of "Not Guilty."

After a brief consultation, the jury returned the required verdict.

"A Vey Bad Case"

Addressing Inspector Phillips, Sir Henry Gollan said: "I should like you to call the attention of the Captain Superintendent of Police to the facts of this case. I think it is a very bad case indeed, and I think that the prisoner has behaved, on the admitted facts, very disgracefully."

Speaking to the witness Suleman, his Lordship said, "Your behaviour has been truly disgraceful, too. You stood by and did nothing while the prisoner took this girl away. I don't believe the story that you have told. You are an utter disgrace to the police force to which you belong and the sooner you are out of it the better."

After his Lordship had remarked that it was a very bad case, but they could do nothing more, the prisoner was discharged.

She: "Let's go, dear. I can't stand that actor. He's such a conceited fellow."

He: "Conceited! I should think he is. Why, every time he hears a clap of thunder at home he runs to the window and bows."

announcement?" she was asked. "Not yet," she replied.

"But the engagement has been accepted among your friends?" continued the reporters.

"Yes? It seems to be," was her blushing reply.

In 1905 Mr. Coolidge married Miss Grace A. Goodhue, a school teacher, of Burlington, Vermont. They had two sons, John and Calvin, but the second had died in 1924 at the age of 13 from blood poisoning. Mr. John Coolidge is 21 years of age.

PRAPS-PRAPSNOT!

Cohen: "Do you know of a shop to let with Cohen painted on?" Owen: "No. Vy?" Cohen: "Vell, I vant to set up in business."

"Have you overlooked that five bob you owe me?" "By no means. Didn't you see me try to dodge out that door-way?"

"I always take a day off on my birthday," said the first one. "That's nothing; my wife always takes a year off on hers," answered the second.

Doctor (to Mrs. Perkins, whose husband is ill): "Has he had any intervals?"

Mrs. Perkins (with dignity): "E's 'ad nothing except what you ordered, doctor."

An old man with the traditional "One foot in the grave" appearance met an insurance agent one day.

"Can I take out a policy?" he asked. "Not on your life!" was the short, conclusive answer.

Mrs. Higgins had just paid the last instalment on a perambulator.

Shop assistant: "Thank you, madam. How is the baby getting on now?"

Mrs. Higgins: "Oh, e's all right. E's gettin' married next week!"

Father: "See here, Betty, I want you to come from the party at a reasonable hour—and not with the milkman."

Betty: "But, father, how absurd! He won't be there."

"Do you know the author of these scurrilous reminiscences?" "No; I fancy he's just an ink hog who prefers to remain incog."

Wife: "George, dear, are there any fashions in that paper?"

George: "Yes, but they're out of date—it's the morning paper."

A little boy was sent with a note to the clinic doctor. The note ran:—

"Please will you do something to Willie's face. He's had it for a long time and it's spreading."

"I must say," remarked the lady to her cook, "that you perform your duties in a very perfunctory manner."

"Thank you, mum," said the cook. "I've been ere three months and that's the first word of praise I've 'ad."

A restaurant-keeper noticed that some of his customers, annexed the current day's papers for an irritatingly long time. He hit on this little piece of sarcasm.

Prominently displayed on the walls was the announcement: "Those learning to read are requested to use yesterday's papers."

In the village school the teacher asked the class to explain the meaning of the three words—defence, defeat, and detail.

After a brief pause, one small boy rose and gave the following explanation:

"When our dog jumps over the fence, de feet goes first and de tail goes last."

First Club Member: "That fellow Jones is an unsociable kind of chap. He seems to throw cold water on everything."

Second Club Member: "Force of habit, I suppose. You see he is a member of the local fire brigade."

The head master put up a notice that on the following day he would lecture on "Our Eyes, and How We See Through Them."

Shortly afterwards he was astonished to find an alternative title written underneath: "Our Pupils, and How They See Through Us."

It was the novice's first visit to the football match and he was asking his friend a lot of questions about the game.

"Does that man standing under the bar get £3 a week as well?" he inquired.

"Oh yes," replied the friend.

"You surprise me," said the novice. "Surely it would be cheaper to board the space up and let it out for advertisements."

The Inspector was coming to Micky's school; and when nine o'clock came Micky's knees were knocking together. When the great man came in he seemed to fix his eyes on Micky, and he shouted, "Boy, where is Asia Minor?"

Micky replied with a shaky voice, "Ah, don't know, but ah saw Teddy Brown stuffin' something in his pocket."



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PETITION TO GOVT.

(Continued from Page 4.)

form of transfer is used, the transfer is bound by custom to execute the transfer notwithstanding the difference in price." (Halsbury's Laws of England, Volume 27, page 245).

Useful and Convenient

(6) That Your Petitioners venture to assert that this practice was not unknown to the Government of Hong Kong as is shown by clause 15 of the learned Attorney-General's observations in the "Objects and Reasons" annexed to the original Stamp Bill 1921, which is as follows:

"Clause 29 is an attempt to deal with the problem of blank transfers, i.e., transfers of shares executed by the registered owner in which the name of the transferee is left blank. These transfers pass to successive purchasers before finally completed and registered and thus many transfers escape paying duty. The question of making all blank transfers illegal was considered but it was thought that such a prohibition would interfere unduly with a common practice which has been found to be useful and convenient. Blank transfers are therefore not made illegal, but an inducement to prompt registration of transfers is offered, or, perhaps it should be said, a penalty is placed on late registrations."

(7) That Your Petitioners beg leave to observe, parenthetically, that they could see no appreciable difference in effect between the "prohibition" of a practice, and a statutory enactment, containing requirements which render the continuance of such a practice impossible from the point of view of everyday business transactions, and that the proposed legislation will undoubtedly have the latter effect upon the practice of Blank Transfer, which was recognised by the Government to be, in the words of the Government's authoritative spokesman, "a common practice which has been found to be useful and convenient," and in regard to which the

same spokesman expressed the Government's laudable desire not to "unduly interfere with." (8) That, in regard to the old clause 29, Your Petitioners desire respectfully to refer to the opinion of the late Mr. A. G. Stephen thereon as expressed by him in the Legislative Council on April 25, 1921, as follows:

"Hon. Mr. Stephen:—Am I in order in referring to clause 29? I think the clause unworkable and it has been wisely abandoned." (Hansard 1921, page 51).

The Old Stamp Bill

(9) That the amount of duty payable on "Share Contract Note," which was introduced by clause 27 of the said old Stamp Bill, and which was entirely new to Hong Kong was:—\$2 for all amounts up to \$10,000 and \$5 for all amounts above that figure.

(10) That the underlying idea of the old clause 29 dealing with Blank Transfer, above referred to, is the same as the new proposed legislation. The old clause, after due consideration of representations made, was dropped in its entirety by the Government. At the same time the duty payable for "Share Contract Note" was raised to a maximum of \$10 (double of the original amount) varying with the amount of the consideration.

(11) That it is therefore clear that the increased duty on "share contract note" (from \$5 to \$10) was introduced to "compensate" the Government for the "escape" of duties in respect of uncompleted transfers. Indeed, this was officially stated to be the position by His Excellency the Officer Administer-

ing the Government, Mr. Claud Severn, who stated in Council:—"... we have raised the rate on share contract notes, at the instance of the brokers themselves. It is an expression of their great relief in getting rid of this section" (i.e. old clause 29). (Hansard 1921, page 51).

Your Petitioners submit that, on this ground alone, it would be unfair for the Government to proceed with the proposed Bill.

(12) That Your Petitioners submit that the "Share Contract Duty" raised by the amended Bill of 1921 from \$5 to the maximum of \$10, is payable in respect of every sale; it is, in essence, a "levy" on every transfer, in the popular sense, of shares.

(13) That having regard, therefore, to the well-known system of blank transfer, and to the history of the Hong Kong legislation indicated above. Your Petitioners submit that there is, and can be, no possible question of evading Stamp Duties.

Jaffras, Yesterday.—The Bengal Government recently ordered Mr. John W. Johnston, the representative of the League of Anti-Imperialism at the All-India Trade Union Congress to leave India immediately. Mr. Johnston nevertheless addressed a meeting of the Congress last night. He was arrested and taken to Dhanbad in a motor-car.—Reuter.

Paris.—Mr. John Brownlee, the Australian baritone, was married in Paris on November 29 to Comtesse Carla di Faletto. The ceremony took place at the Church of Saint Pierre de Chaillot, Rue de Chaillot.

A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Fittingly appropriate for the week before Christmas, Hong Kong's social season is at its height. At no other time of the year, perhaps, have there been so many activities to record.

The current issue of the "Overland China Mail," the only illustrated weekly budget of Hong Kong and China news, reflects the busy period the Colony has experienced.

There are reports of weddings, school functions (also Varsity exam results), Church meetings, the "Phil's" production of "Tom Jones," and of a host of other topics.

Questions were asked in the House of Commons several times during the last few days in regard to China and Japan. Britain's policy, in official wording, is stated in the "Overland."

Up-country, there has been an historic campaign against the bandits of Ku-fau Mountains, who have held that stronghold for decades. A graphic description of the fight appears in the "Overland."

Adding further variety to the "Overland" is the news concerning a number of family fortunes which have been the subject of Court decisions. Reports of Criminal Sessions trials have also been included.

The batch of local and topical pictures in the "Overland" is well worth sending Home and to friends and business connections in other parts of the world.

RESIDENTS BACK FROM LEAVE

Many residents have just returned to Hong Kong after holidays at Home and elsewhere. For the first few days one's conscience can be calmed by thoughts that time is needed to unpack and to get settled down again. Then that letter must go.

What you have to say for yourself no one else can write for you; but if you want to ease anxiety as to what is happening out here that is a task that the "Overland China Mail" will do for you as it has invariably done in the past.

How many times were you "stumped" when somebody asked you about conditions in China? Show that you are at least thoughtful by sending them a copy of the "Overland." That will tell them all they want to know.

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Sport Columns

CRICKET

ARMY DEFEAT ROYAL NAVY

VICTORY OF SIX WICKETS

The Army beat the Royal Navy by six wickets in the annual local cricket fixture. Yesterday's play gave the soldiers a substantial advantage.

The R.N. 2nd innings closed early to-day and the Army knocked off the necessary runs before tiffin, but not before four wickets had fallen.

This match is the prelude to three "big" matches of the Hong Kong cricket season, Club v. United Services, v. the Army, and v. Royal Navy.

Complete scores in the match completed to-day are as follow:—

Royal Navy—1st Innings	
Pay. Comdr. E. C. Annabehn, c	0
Christian, b Wyatt	0
Lt. F. C. N. Norris, c Gaye, b Dobbie	0
Inst. Lt. Comdr. E. C. Abelson, b Dobbie	6
Comdr. J. N. Pelly, c Miles, b Christian	28
Comdr. F. C. Baker, c Goodall, b Mott	23
Mr. G. Giles, c b Wyatt	10
Lt. W. Tate, c Goodall, b Wyatt	6
E.R.A. Sparrow, c Goodall, b Wyatt	0
Pay. Lt. H.S.P. Watch, c b Wyatt	1
Lt. J. S. Dalison, c b Christian	0
A.B. Large, not out	1
Extras	25
Total	100

BOWLING ANALYSIS.

	O.	M.	R.	W.
Dobbie	8	2	14	2
Wyatt	11	3	23	4
Thorp	2	0	10	0
Christian	7	4	13	3
Musson	3	2	1	0
Miles	2	1	5	0
Mott	3	0	9	1

The Army—1st Innings

Lt.-Col. W. F. Christian, b Large	18
Capt. A. N. Evers, c b Baker	17
Capt. N. A. Thorp, b Watch	11
Major A. D. Gaye, lb.w., b Baker	34
Pte. Goodall, b Dalison	2
Capt. A. G. Dobbie, c Norris, b Annabehn	24
Lt. A. H. Musson, b Dalison	18
Lt.-Col. F. J. C. Wyatt, c b Baker	31
Pte. Whitefield, c Pelly, b Dalison	13
Bandman Mott, not out	5
Lt. Cpl. Miles, c Sparrow, b Baker	8
Extras	23
Total	204

BOWLING ANALYSIS.

	O.	M.	R.	W.
Baker	16.5	5	53	4
Large	8	0	43	1
Watch	5	0	28	1
Dalison	6	0	43	3
Annabehn	3	0	14	1

Royal Navy—2nd Innings

Pay. Comdr. Annabehn, c Miles, b Wyatt	1
Lt. Norris, c Evers, b Dobbie	1
Comdr. Pelly, c Goodall, b Dobbie	14
Lt. Comdr. Abelson, c Goodall, b Christian	19
Comdr. Baker, b Mott	10
Lt. Tate, c Whitefield, b Christian	24
Mr. Giles, b Dobbie	1
Pay. Lt. W. S. P. Watch, c Musson, b Miles	15
E.R.A. Sparrow, c Mott, b Miles	19
Lt. J. S. Dalison, c Wyatt, b Miles	4
A.B. Large, not out	0
Extras	19
Total	127

BOWLING ANALYSIS.

	O.	M.	R.	W.
Dobbie	8	3	13	3
Wyatt	8	3	19	1
Christian	5	2	12	2
Miles	11	2	29	3
Mott	2	0	16	1
Evers	1	0	6	0
Musson	3	1	13	0

YAUMATI SCHOOL

ANNUAL SPORTS MEET TO-DAY

AT KING'S PARK

The 12th annual athletic sports meeting of the Yaumati School was held at King's Park, Kowloon, to-day, starting at noon.

There was a large attendance of students and their parents and friends. A long programme of events was arranged. They all attracted many entries, and some close finishes were witnessed.

Mr. A. E. Wood, Director of Education, who was an interested spectator, will distribute the prizes at the close of the meet, at 4 p.m.

GOLF

NEW ADAMSON CUP QUALIFIER

FANLING FIXTURES

J. H. Stewart qualified for the Adamson Cup at Happy Valley with a card of 99—24=75. Other scores were: F. E. Booker, 89—10=79; G. H. McLeod, 96—14=82; J. Stewart, 99—15=84.

The Adamson Cup, 1929, will be played for on the first Friday in each month and the following eleven days except in March and August when the competition will start on the second Friday in the month.

The fixtures at Fanling for 1929 include New Year meeting, December 31; 1928 to January 2; Junior Championship qualifying round January 5; Captain's Cup January 5 and 6.

HOCKEY

The University defeated the Y.M.C.A. "A" hockey at King's Park, yesterday by six clear goals.

The Army—2nd Innings

Pte. Whitefield, b Annabehn	1
Pte. Mott, b Annabehn	0
Pte. Goodall, c Norris, b Annabehn	0
Lt. Cpl. Miles, b Large	4
Lt. Musson, not out	1
Capt. Thorp, not out	16
Extras	4
Total (for 4 wkts.)	26

BOWLING ANALYSIS.

	O.	M.	R.	W.
Large	4	1	12	1
Annabehn	3.3	2	10	3

The following teams will represent the Volunteers in matches as below on Sunday next:—

1st XI v. Royal Navy, on Navy Ground at King's Park at 1.30 p.m.: A. W. Hayward (Capt.), H. Owen Hughes, H. V. Parker, A. Reid, O. S. Moor, E. C. Fincher, G. A. V. Hall, S. Jex, H. L. F. Ewin, R. H. D. Wade, S. V. Gittins.

"A" Team v. C.R.C. on C.R.C. Ground at 2 p.m.: E. J. R. Mitchell (capt.), S. J. Jordain, R. R. Davies, J. A. Summers, E. R. West, G. E. R. Divett, V. W. L. Stanion, H. T. Buxton, S. C. Banks, J. J. Hirst, E. Zimmern.

The following will represent the "arsity 2nd XI in a League match, against the I. R. C. on Saturday, at 2 p.m. sharp at Sookumpoo:—

F. Hiptoola (Capt.), M. B. Osman, A. Baker, A. Chan Fook, A. E. Yeoh, S. Suleiman, H. T. Barma, G. E. Yeoh, F. Fernando, D. Rai, C. Candiah, H. E. Adams.

H.K.C.C. Teams

The H.K.C.C. team for the League match against the C.R.C. on the C.R.C. ground on Saturday, at 2 p.m., will be: H. R. B. Hancock (Capt.), J. L. Bonnar, A. G. I. Bowker, Capt. A. G. Dobbie, A. W. Hayward, O. Moor, H. Owen Hughes, T. E. Pearce, H. V. Parker, Rev. E. K. Quick, and C. D. Wales.

The H.K.C.C. second eleven against the K.C.C. second eleven on the H.K.C.C. ground on Saturday, at 2 p.m., will be: E. J. R. Mitchell (Capt.) H. J. Armstrong, J. L. Christie, G. E. Divett, E. R. Duckitt, A. H. Evers, C. P. James, G. P. Lammert, A. Reid, W. K. Tai, E. R. West.

LOCAL SOCCER

YESTERDAY'S LEAGUE GAMES

ATHLETIC WIN AGAIN

Matches in the Mid-Week League, played yesterday, resulted as follow:—

Athletic 3 Ewo Chinese 0
South China 2 P.W.D. Chinese 0
Lam Long Wan 6 Hung Kui S. 0

League Table

The League table to date is as follows:—

	P.	W.	D.	L.	Pts.
Athletic	10	8	1	1	17
South China	9	0	1	2	13
Lam Long Wan	10	5	2	3	12
P.W.D. Chinese	10	3	3	4	9
Ewo Chinese	10	3	2	5	8
Police	10	3	1	6	7
Hung Kui School	9	1	0	8	2

Club v. Small Units

The following players have been selected to represent the H. K. F. Club versus Small Units on the Club ground. Kick off at 4 p.m. on Saturday:—Edwards; Holt; Bishop; McBride; Stewart; Wallington; Watson; Alexander Goldman; Scott Trambitzky. Reserves Reid, Buchanan.

K.F.C. Teams

The following will represent the Kowloon 1st XI v. K.O.S.B. on the Kowloon Football Club ground on Saturday, kick off at 4 p.m.:—Angus; Robson, Pilo; Hedley; McKelvie, Easterbrook; Clemo, Spary, Miles, Hayes, Baldwin. Reserve: Davies.

The following will represent the Kowloon 2nd XI v. R.A. on Chatham-road ground on Saturday, kick off at 2.30 p.m.:—Angus; Nicholls; Hast; Moore; Dunnett; Blacklock; Hannan, White, Moss, King, Eastman. Reserves: Seddon, Waddington.

SNOKKER FINAL

OSMUND ON TOP AT PALACE HOTEL

SUCCESSFUL AFFAIR

Over one hundred cue enthusiasts gathered at the new billiards saloon at the Palace Hotel last night to witness the final of the snooker championship staged by the management of that establishment.

The title, after seven frames, went to A. J. Osmund, who had not much difficulty in defeating F. E. Silva, closing scores being 452 to 259. Osmund's scores were:—39, 64, 83, 60, 45, 71 and 60, while the loser made:—30, 25, 57, 34, 33, 33 and 42. Twenty-seven, by Osmund, was the highest break of the evening.

Osmund played consistently throughout and in some frames was conceded almost as many points as he scored by reason of his clever covering of the object ball. Silva was dogged by bad luck throughout the game, but Osmund's superiority was clear-cut. Many brilliant shots were made by both players in the course of the match, drawing a lot of applause from the full saloon.

Enterprise Rewarded

After the disappearance of the final "black" Mrs. J. H. Oxberry, proprietress of the Palace Hotel, presented the prizes, as follow:—

1. A. J. Osmund, champion.
2. F. E. Silva, runner-up.
3. H. da Luz.

Another prize, for the highest break of the competition, went to Osmund, who secured 81 in an earlier round.

The enterprise of the management of the Hotel was well rewarded in the size of the crowd that witnessed the final and the early stages of the championship, which was in every way a successful affair.

LANE CRAWFORD'S

ARE OPEN TILL

6 P.M.

TO-DAY.

YACHTING

ARMY BOATS BEAT NAVY

FULL DAY'S SPORT

A yachting race, Navy versus Army was sailed yesterday. Thanks to a big lead established in the morning, the Army came out on top. In the afternoon, boats were exchanged. The afternoon's contest was a very close affair, with the Navy one point ahead, but six points down on the day's yachting.

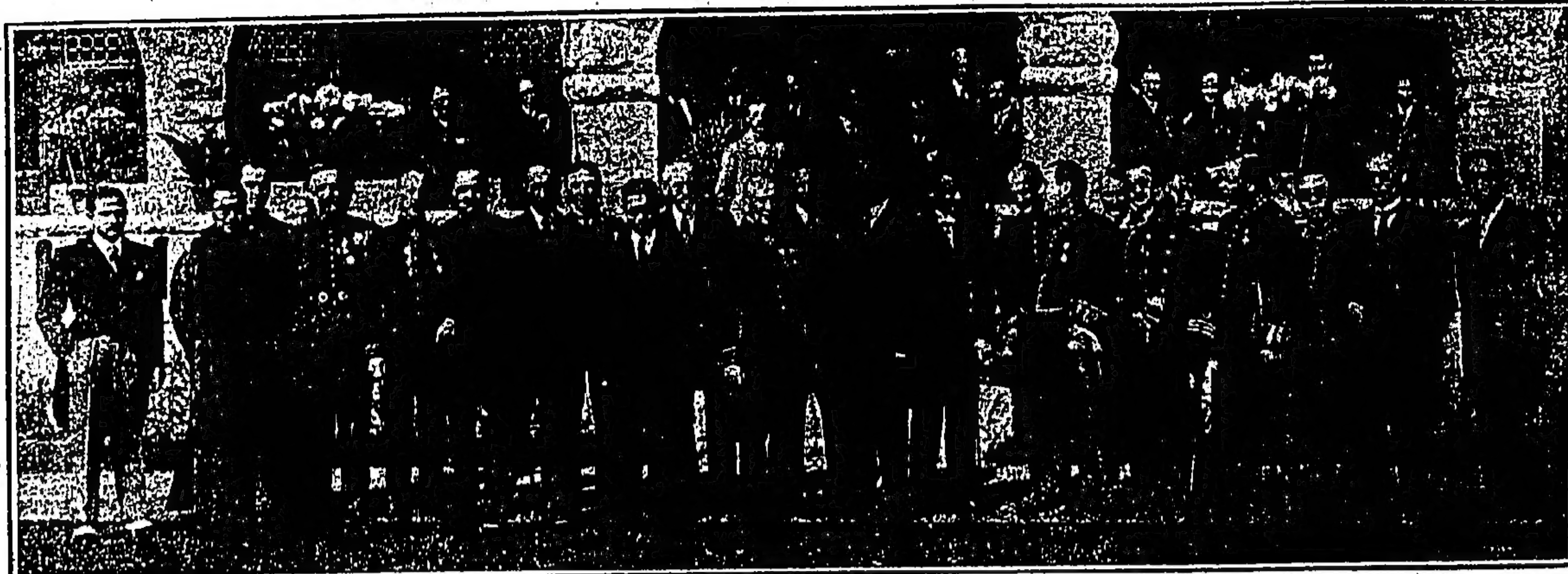
The results were:—

Course—Lyseum Beacon (P), Cust Rock Buoy (S), Channel Rock (S); start 11.15 a.m.

(37); Start 1:10 a.m.					
Navy	No.	Pts.	Army	No.	Pts.
Y1	4	11	Y3	7	8
Y2	5	10	Y4	8	9
Y3	6	11	Y5	9	10
Y4	7	12	Y6	10	11
Y5	8	13	Y7	11	12
Y6	9	14	Y8	12	13
Y7	10	15	Y9	13	14
Y8	11	16	Y10	14	15
Y9	12	17	Y11	15	16
Y10	13	18	Y12	16	17
Y11	14	19	Y13	17	18
Y12	15	20	Y14	18	19
Y13	16	21	Y15	19	20
Y14	17	22	Y16	20	21
Y15	18	23	Y17	21	22
Y16	19	24	Y18	22	23
Y17	20	25	Y19	23	24
Y18	21	26	Y20	24	25
Y19	22	27	Y21	25	26
Y20	23	28	Y22	26	27
Y21	24	29	Y23	27	28
Y22	25	30	Y24	28	29
Y23	26	31	Y25	29	30
Y24	27	32	Y26	30	31
Y25	28	33	Y27	31	32
Y26	29	34	Y28	32	33
Y27	30	35	Y29	33	34
Y28	31	36	Y30	34	35
Y29	32	37	Y31	35	36
Y30	33	38	Y32	36	37
Y31	34	39	Y33	37	38
Y32	35	40	Y34	38	39
Y33	36	41	Y35	39	40
Y34	37	42	Y36	40	41
Y35	38	43	Y37	41	42
Y36	39	44	Y38	42	43
Y37	40	45	Y39	43	44
Y38	41	46	Y40	44	45
Y39	42	47	Y41	45	46
Y40	43	48	Y42	46	47
Y41	44	49	Y43	47	48
Y42	45	50	Y44	48	49
Y43	46	51	Y45	49	50
Y44	47	52	Y46	50	51
Y45	48	53	Y47	51	52
Y46	49	54	Y48	52	53
Y47	50	55	Y49	53	54
Y48	51	56	Y50	54	55
Y49	52	57	Y51	55	56
Y50	53	58	Y52	56	57
Y51	54	59	Y53	57	58
Y52	55	60	Y54	58	59
Y53	56	61	Y55	59	60
Y54	57	62	Y56	60	61
Y55	58	63	Y57	61	62
Y56	59	64	Y58	62	63
Y57	60	65	Y59	63	64
Y58	61	66	Y60	64	65
Y59	62	67	Y61	65	66
Y60	63	68	Y62	66	67
Y61	64	69	Y63	67	68
Y62	65	70	Y64	68	69
Y63	66	71	Y65	69	70
Y64	67	72	Y66	70	71
Y65	68	73	Y67	71	72
Y66	69	74	Y68	72	73
Y67	70	75	Y69	73	74
Y68	71	76	Y70	74	75
Y69	72	77	Y71	75	76
Y70	73	78	Y72	76	77
Y71	74	79	Y73	77	78
Y72	75	80	Y74	78	79
Y73	76	81	Y75	79	80
Y74	77	82	Y76	80	81
Y75	78	83	Y77	81	82
Y76	79	84	Y78	82	83
Y77	80	85	Y79	83	84
Y78	81	86	Y80	84	85
Y79	82	87	Y81	85	86
Y80	83	88	Y82	86	87
Y81	84	89	Y83	87	88
Y82	85	90	Y84	88	89
Y83	86	91	Y85	89	90
Y84	87	92	Y86	90	91
Y85	88	93	Y87	91	92
Y86	89	94	Y88	92	93
Y87	90	95	Y89	93	94
Y88	91	96	Y90	94	95
Y89	92	97	Y91	95	96
Y90	93	98	Y92	96	97
Y91	94	99	Y93	97	98
Y92	95	100	Y94	98	99
Y93	96		Y95	99	100
Y94	97		Y96	100	
Y95	98		Y97		
Y96	99		Y98		
Y97	100		Y99		
Y98			Y100		
Y99					
Y100					

WORLD NEWS IN PICTURES.

Celebration at Belgian Consulate-General



On the occasion of the Patronal Feast of H.M. King Albert of Belgium, a large number of Belgian residents in Shanghai and their friends, as well as foreign and Chinese officials, attended at the Belgian Consulate-General to take part in the celebration. The above photograph, which shows the gathering of Consular representatives of various nations, was taken after the official reception.—(Ah Fong).

Lord Birkenhead



Relinquishing his office in the British Government after a long and brilliant career, Lord Birkenhead retired to his country home, "The Cottage," Charlton-Kings, near Banbury, where this delightfully informal photo of himself, Lady Birkenhead and their favourite dogs was made.

32 Degrees!



Miss Emily Weidner, a member of the "Sea Lions," who swims when the temperature is at freezing point.

Stowaway's Life!



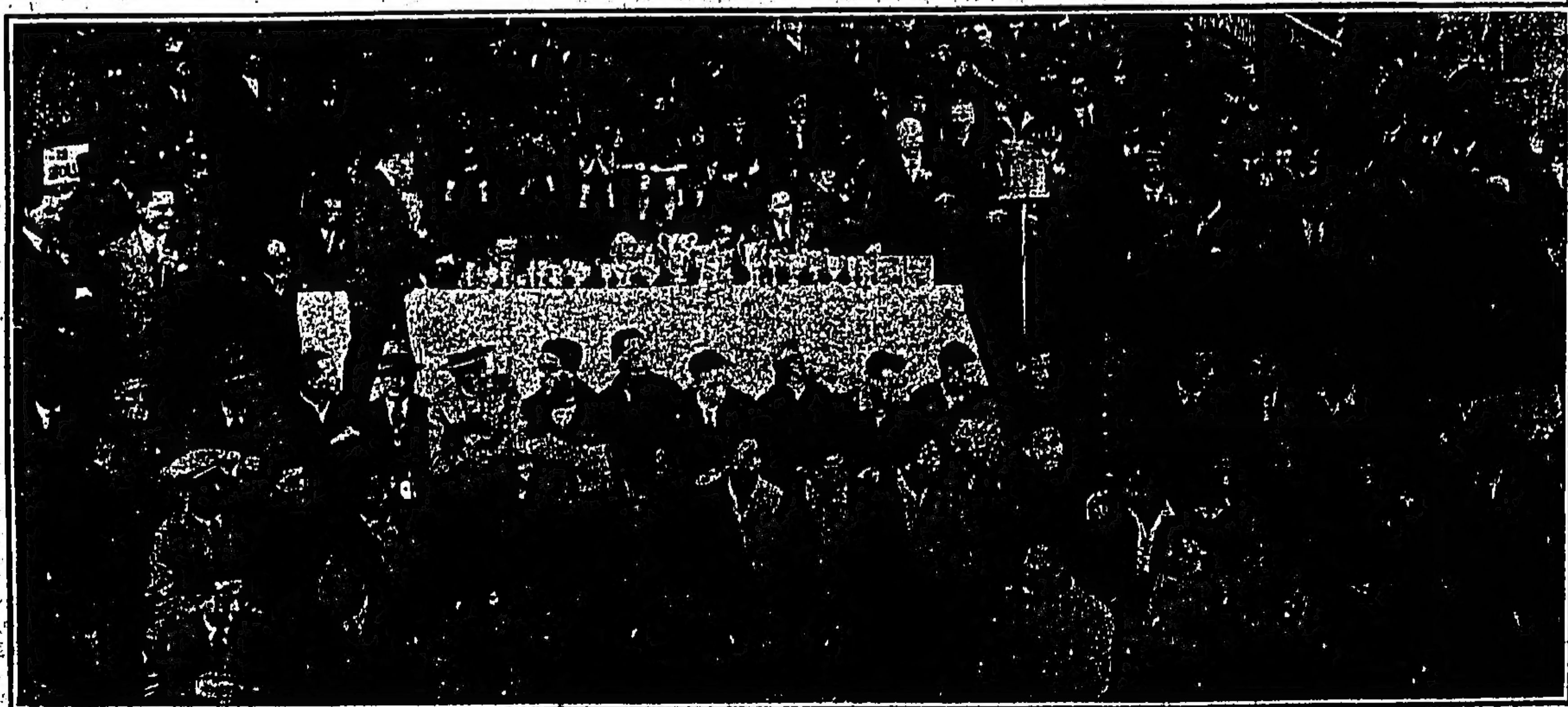
It was not all a luxurious air jaunt for Clarence (Red) Terhune, a 19-years-old American boy who stowed himself away on the "Graf Zeppelin" for a little trip to Germany. The photo above shows how the young adventurer slept on the passage over. Inset a close-up.

U.S. Marines Hold Fancy Dress Ball



A successful fancy dress ball was given at the Marine Club, Ferry-road, Shanghai, by the American Marines. The prize winners for the best U.S. costumes worn in the women's group were Mrs. Hazeltine (first), Miss McBain (second) and Miss Goldkette (third), while on the men's side were Corporal Genovich (first), Private Reid (second) and Corporal Klap (third).—(Burr).

The International Walking Match, Shanghai.



Successfully held when 48 contestants, representing many nations, took part. China, represented by Mr. Y. Y. Chow, was first home, with Ireland (Mr. W. J. Young) following. Above photo was taken at the prize-distribution at the grand stand on the Race Course.—(Ah Fong).

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LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

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THE MOTORISTS' PAGE

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TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
AUTOTOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
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FOUR WOMEN

IN UNIQUE MOTOR

TEST

OVER 500 MILES

Announcement has been made by the Contest Board of the American Automobile Association that four women, all possessing only average driving experience, recently piloted The Studebaker Commander and The Studebaker Director in two unique 500-mile tests.

Driven entirely by women pilots, a fully equipped stock Commander Roadster on June 18, travelled 500 miles on the Atlantic City Speedway in 383 consecutive minutes, maintaining an average speed of 77.21 miles per hour for the entire distance. This record is only 2.4 miles per hour lower than the American record for fully equipped stock cars for the same distance, also held by The Commander.

Immediately following The Commander's run, the women took charge of a stock model Studebaker Director. This model holds all American speed and endurance records for fully equipped stock cars in its price class. Relieving each other in two-hour shifts, the four women completed the 500 miles with an average speed of 60.37 miles per hour.

English "Star"

The two performances were checked and certified by the Contest Board of the A.A.A. Each of the Studebaker cars was certified by this same body to be strictly stock and fully equipped.

In order to maintain the high averages and still make stops for relief drivers and fuel, the feminine drivers kept their mounts soaring well above the final average figures.

The women who drove the cars were Bertha and Caroline Winnad, Marie Morton and Mary Jobling, an English film star.

Studebaker points to these performances as proof of the ease with which the championship speed of Studebaker cars may be obtained and controlled. As one Studebaker official remarked, "These two 500 mile runs in which women did the driving defeat the theory that women are not as proficient as men in piloting motor cars."

ZEPPELIN CREW

USE PACKARDS FOR

RECEPTION

25 CARS

"If I were a millionaire I would buy a Zeppelin and use it as a private yacht."

With this comment on the comfort and safety of the great Graf Zeppelin, Lady Drummond Hay, the first woman to make the Westward crossing by air, disembarked at the close of this thrilling, history making voyage.

Before a crowd estimated at 500,000, Dr. Eckener, followed by his passengers and crew in twenty-five Packard cars, and attended by a cordon of police, led a triumphal parade up Broadway to City Hall. Nine picked officers from New York's mounted force preceded the procession followed by two full military bands several companies of army reserves and a detachment of the navy.

Colourful Spectacle

Comparable only with the demonstrations accorded to Colonel Lindbergh and to the men who crossed the Atlantic in the Broom the lower part of Manhattan Island the very heart of New York, presented perhaps the most colourful spectacle of recent months. A tangle of tickertape, swept the street, suspended from the skyscrapers—German flags were everywhere—and to add to the official aspect of the event, three army planes, flying in the wedge-shaped military formation, hovered over the route which the heroes followed.

New York, noted for its hospitality to distinguished visitors, outdid herself—introduced a new note by presenting Dr. Eckener with roses—a touch which symbolizes the new feeling of cordiality between the two nations. All New York had anxiously followed the hourly newspaper bulletins and radio reports. The four days of tense waiting showed that beneath the casual outward appearance of the Western hemisphere's greatest city there was one great question—"Will they succeed?" Then the news came that the gigantic ship had been seen—and New Yorkers again breathed freely. Heralded by a blast of whistles and welcoming shouts of the city's population swarming to the streets, windows and roofs, the Graf Zeppelin, on October 15, was sighted flying through the mists which surrounded Manhattan Island—and in what seemed a matter of seconds, the huge craft was directly overhead—and gone.

"The sight of your beautiful airship... told again the story of Columbus and Magellan, of Cabot and Balboa." With these words Acting Mayor McKee, of New York City, welcomed the pioneers and gave them the freedom of the American metropolis.

RECKLESS DRIVING

A JUDGE'S POINTED

REMARKS

Leonard John Bright, 19, a motor mechanic, was sentenced to 12 months' imprisonment in the second division by Mr. Justice Shearman at Devon Assizes for the manslaughter of Alfred Clatworthy, at Bishops Cleeve, Tawton.

Clatworthy, "with a pillion rider, was attending to the lights of his motor-bicycle when Bright, who was motor-cycling, ran into him. Witnesses said that he was riding fast."

Bright said he imagined either his tyre burst or his speedometer twisted into the front wheel.

The Judge, in passing sentence, said that a great many people drove every day with great recklessness, forgetful for the moment that very great speed on English roads was always dangerous. In dealing with cases of manslaughter by negligence he always bore that in mind.

The Judge continued:—"It is unusual in English jurisprudence that a man can be convicted for committing an offence which he does unintentionally. As regards the offence, I have my own feeling about this matter. It comes before every Judge, and one has to deal with the standard of this case. I do not want to dictate to other Judges as to what that standard is, when for the worst offences of this kind I have never known more than 18 months' given. The state of our roads is getting appalling. The professional driver is careful and kindly; it is the individual driving a car not on business who is reckless."

INTERESTING STORY

OF HAROLD LLOYD'S LATEST

COMEDY

SHOWN IN AIR

How an aeroplane was converted by an enterprising director, into a private reviewing theatre, is told in the story related below.

Harold Lloyd's latest screen play "Speedy" was in the process of receiving its finishing touches before being presented to the public, and a production director wanted to give it a private and advance showing before several prominent Los Angeles theatrical people whose criticisms he valued.

Wishing to do something new and unusual in the manner of presenting the picture to this group of distinguished reviewers, he rented an aeroplane and setting his projection machine in the rear compartment, took his guests for a trip five thousand feet above the California hills and gave them an advance showing of the picture on a screen erected just back of the pilot's cockpit.

Thus "Speedy" was given one of its first showings at a hundred and ten miles an hour!

GOOD MOTORISTS REWARDED

For many years past insurance companies have recognised the careful motorist and have allowed a bonus on the renewal of policies, in regard to which no claims have been made, writes the London correspondent of the "Manchester Guardian." The reduction in premium differs in amount according to the insurance company. But the prowess of the proved good driver of long experience who has never had an accident has never been rewarded by insurance companies, who have been disinclined to draw any distinction between him and the less experienced though eminently safe driver.

As the present tendency is for motor insurance premiums to increase, this substantial encouragement offered to the careful, experienced motorist is doubly welcome, and should help us towards a higher general standard of driving.

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OLDEST CAR

WHICH TAKES THE

CROWN?

PRIZE OFFERED

In the American motor show they have offered a prize for the oldest car of any kind. It will occur to many sufferers that they know that car, and have ridden in it. Grim humorists will send the announcement of the prize to certain of their friends. But the Americans are quite serious. They have begun to talk about a self-propelled vehicle which existed in 1805, the property of one Oliver Evans. But it does not seem to be extant. Vanished also, we believe, is Trevethick's steam car of 1802. We take it that America has no objection to steam.

Any form of propulsion makes a motor-car for this competition. A hundred years ago, there were a number of steam coaches on English roads. A regular service of power-driven buses ran between Cheltenham and Gloucester in 1824, and the things which are being said about the noise and stench of modern traffic were said about them. But in 1824 the result was to banish engines to the railways. There is, or was, in Vienna a petrol motorcar which was shown at the exhibition of 1873. A Mecklenburg mechanic, Siegfried Markus, built it by taking a four-wheeled handcart fitting an engine between the hind wheels, with a wooden chair above it, and steering-gear to the front wheels. But ten years earlier Etienne Lenoir, born a Belgian and naturalised a Frenchman, made an automobile by fitting a gas engine to a carriage on which he travelled from his factory in the suburbs to Paris, six miles, in an hour and a half. It did not become popular. The development of the motorcar was to come through the development of bicycle and tricycle. The first motor-bicycle was built forty years ago, when Gottlieb Daimler put a vertical petrol engine between the wheels of a "safety" of

a crude design. It did not much attract even the adventurous cyclists of that age, but there was no doubt about the engine. In 1884 Carl Benz built a horseless carriage, which was a tricycle with steering wheels in front and the engine under the driver's seat. It does not look much queerer than other tricycles of that epoch, but what the old motorcars were like they must exhibit not only the cars but the horses who drove them.

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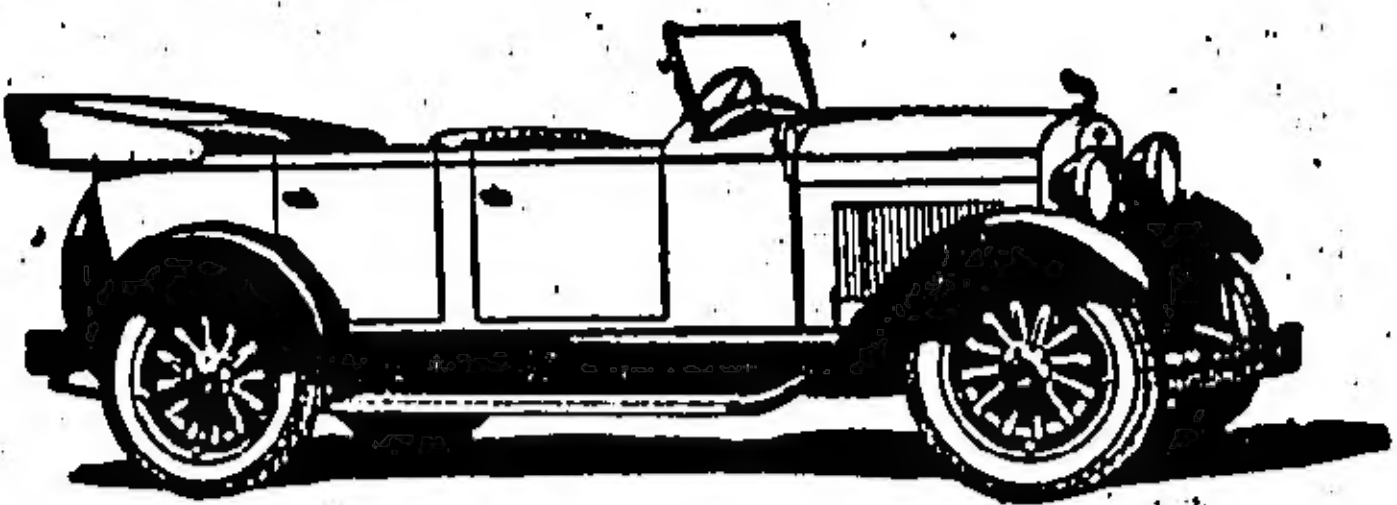
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MOTERING PUBLIC

BECOMING MORE CONSCIOUS OF BRAKES

SERIOUS STUDY

[By J. L. Sugrue]

Four brakes instead of two, variations in brake design, the growing need for better brakes and the necessity for more skillful service on brakes—all these and many more factors have combined to make the modern car owner "brake conscious" and to turn his attention to the need for more serious study of the subject of stopping.

So important has the study of brakes become that one of the brake-lining manufacturers has issued a comprehensive manual which is lent to brake-service stations that have demonstrated their willingness to go into the subject scientifically. Many service stations are purchasing brake-testing machines. In short, the mystery is being taken out of brakes as the Nation turns its attention toward safer stopping through greater knowledge of the factors involved in the process.

Many Brakes Faulty

The use of dressings on brake lining, for example, is one of the points featured in this development. The quick is finding it increasingly harder to pay his trade and even the automobile designer who might err with inferior brakes has been warned that it is unwise. Brake noises, it has been found, are largely evidences of faulty brake design, inferior lining, incorrect adjustment, wrong use of brakes or inferior workmanship. The idea that a brake squeaks only because it is dirty has been cast into the discard.

It took enclosed brakes to focus attention to this fact. So long as brakes were exposed, motorists and service men had good grounds for believing that brake noises came from an accumulation of dirt or from extreme dryness. When the enclosed brakes revealed a greater tendency to squeak another explanation had to be found.

Noise Traced

Thus, motordom has come to find that light brake bands and drums encourage brake noise; that inferior brake lining is a constant source of trouble; that vibration of incorrectly adjusted shoes in internal expanding systems induce noise; that lack of equalisation in adjustments induces squeaking; and that drivers themselves frequently encourage brake noise while trying to stop it. The type of remedial treatment needed can be determined to the

car owner's satisfaction by inspection on one of the brake-testing devices. The car is run up on a rack, the service brake is set, the machine is chained and the wheels are started revolving by motor-driven rollers. If the brakes are unequalled this is quickly revealed by a difference in the reading of the meters. If any individual brake is at fault, this will be indicated by fluctuations in resistance, as shown on the dial of the respective meter.

Vibration to Blame

Often the service man finds that one of the brake drums is out of round, or that the brakes are not properly adjusted. He may find that this maladjustment is the direct result of lack of lubrication of brake levers and clevis pin, or the rusting of these parts. Wear at brake universal joints also causes trouble.

In the process of debunking brakes the modern motorist has learned that whatever noise his brakes offer can be traced to vibration. It used to be thought that such vibration could be occasioned only by a bit of grit getting between the brake band and the drum, but to-day it is known that brake shoes can vibrate and that high spots on brake lining, out of round drums, exposed rivets, too hard brake lining and too light mechanism can cause the same thing.

Can't Be Flimsy

It should be obvious that brake parts that are too light and flimsy in construction are subject to vibration and are thus a fruitful source of noise.

This is clearly indicated in the case of some internal expanding brakes of both hydraulic and mechanical design. The brake shoes sometimes are a little light for the job and unless clearances are the same all around, and adjustments are correct (in the mechanical type), one of the shoes is apt to "float" and vibrate.

Here the car owner has discovered that his driving can play a part in the process of keeping his brakes silent. Often if he merely presses on the brake pedal a little harder the noise will stop because all of the brake shoes then come into firmer contact with their respective drums.

THE FIAT IN GERMANY

Germany imports a considerable number of motor cars. From nearly 2,000 cars imported during the first six months of 1928, imports rose to 6,000 in the corresponding period of 1927 and reached 7,300 in the first half of 1928. The Italian motor industry, in this great struggle of interest, holds second place among the importing nations and the Fiat imports total up to one third of all the motor cars imported into Germany.

CARE OF TYRES

HOW IMPROVEMENTS ARE ABUSED EVEN INFLATION

The importance of tyres and their proper maintenance is a factor in car ownership which is too often overlooked in these days of high mileage and reliability. Neither the car nor its tyres give much trouble as a rule; and the less the trouble that is experienced, the less the care that is taken to prevent it.

Good tyre service, however, affects every aspect of motoring from car performances to the book entry side of the question. We all know that the makers recommend a certain pressure, which is often not the same for the front as for the rear wheels. But either we are careless, or we think we know better, and I fancy that a test of the pressure in the tyres of any hundred cars one cared to examine would show a very small percentage of correct inflation.

The usual fault is to run the tyres too soft, on the ground that the car rides better. Possibly it does, if the springs are a little too hard, or the shock absorbers are not properly adjusted, but I doubt whether the penalties to be paid justify the measure. The greater flexing of the walls of the cover causes disproportionately rapid deterioration while the greater area of tyre surface on the road must interfere to some degree with the liveliness of the car—and this spells increased petrol consumption into the bargain. And if the tyres in question are front ones, difficulties occur in the smoothness and certainty of steering. Many a car which has earned an unenviable reputation for heavy steering is suffering merely from persistent under-inflation of the front tyres. The addition of a pound or so of pressure will work wonders.

Still worse defects are traceable to uneven inflation of the two front or the two rear tyres. Wheel-wobble is most frequently due to this simple cause, while a steady drag on the steering to one side or the other is also caused by an unduly slack tyre. Even braking may be upset for the same reason, and on greasy road even the smallest amount of carelessness in regard to the exact degree of inflation may easily be the indirect cause of a nasty accident.

The Question of Speed

So much for the question of performance. In regard to cost, all the matters I have mentioned have to be taken into account, but the most important factor to be considered is undoubtedly speed, presuming, of course, that the car is correctly tyred in accordance with its respective axle loads.

One of the greatest fallacies, and also the most general is the expectation of a motorist owning a given make of car that his tyres should last for just the same length of time as those on a car of similar make belonging to a friend. Nothing could be farther from the truth, and a series of tests undertaken by a great tyre manufacturing company may be quoted in support of this assertion. Test cars were run at approximately 45 miles an hour, keeping up the speed as uniformly as possible, and taking curves with no more slowing down than was vital to safety. Later, the speed was reduced to 35 miles an hour—and the average tyre wear, which was 6,000 miles in the case of the higher speed, was exactly doubled.

It is not only the actual speed which causes the increased wear, but the fact that considerably more wheel spin, with consequent fibrous effect on the tyre tread, is liable to take place—an argument, by the way, for the use of efficient and correctly adjusted shock absorbers.

There are, of course, other factors besides speed which influence tyre wear. Violent acceleration and deceleration positively grind the tread rubber away. It is to some extent natural that with more lively engines and better brakes on modern cars these advantages should often be used to the full; but it should be remembered that if economical running is held to be at all desirable, the extremes of pick-up and stop-

NEW FACTORY

IN CORK FOR FORD COMPANY, BUILDING TRACTORS

Detroit, Oct. 19.

The Ford Motor Company plans to move its main Fordson tractor plant to Cork, Ireland, it was learned to-day.

Machinery now is being moved from the present Fordson plant near Detroit, and shipped to the company's plant at Cork to be reassembled and put into operation by January 1.

European Demands

The manufacture of the tractor at Fordson was discontinued about a year ago to allow more space for the manufacture of the new model Ford car.

Another reason given for the change was that European demands for tractors had so materially increased that the Cork plant was unable to fill them. These orders, Ford officials explained, came principally from England, Ireland, Germany and Russia.

300 Tractors Daily

Approximately 80 percent of the tractor making machinery and equipment is being removed to Cork in Ford vessels. When the machinery is installed in Cork, that plant is to be operated on a basis of two eight-hour shifts a day, turning out approximately 300 tractors daily, it was announced.

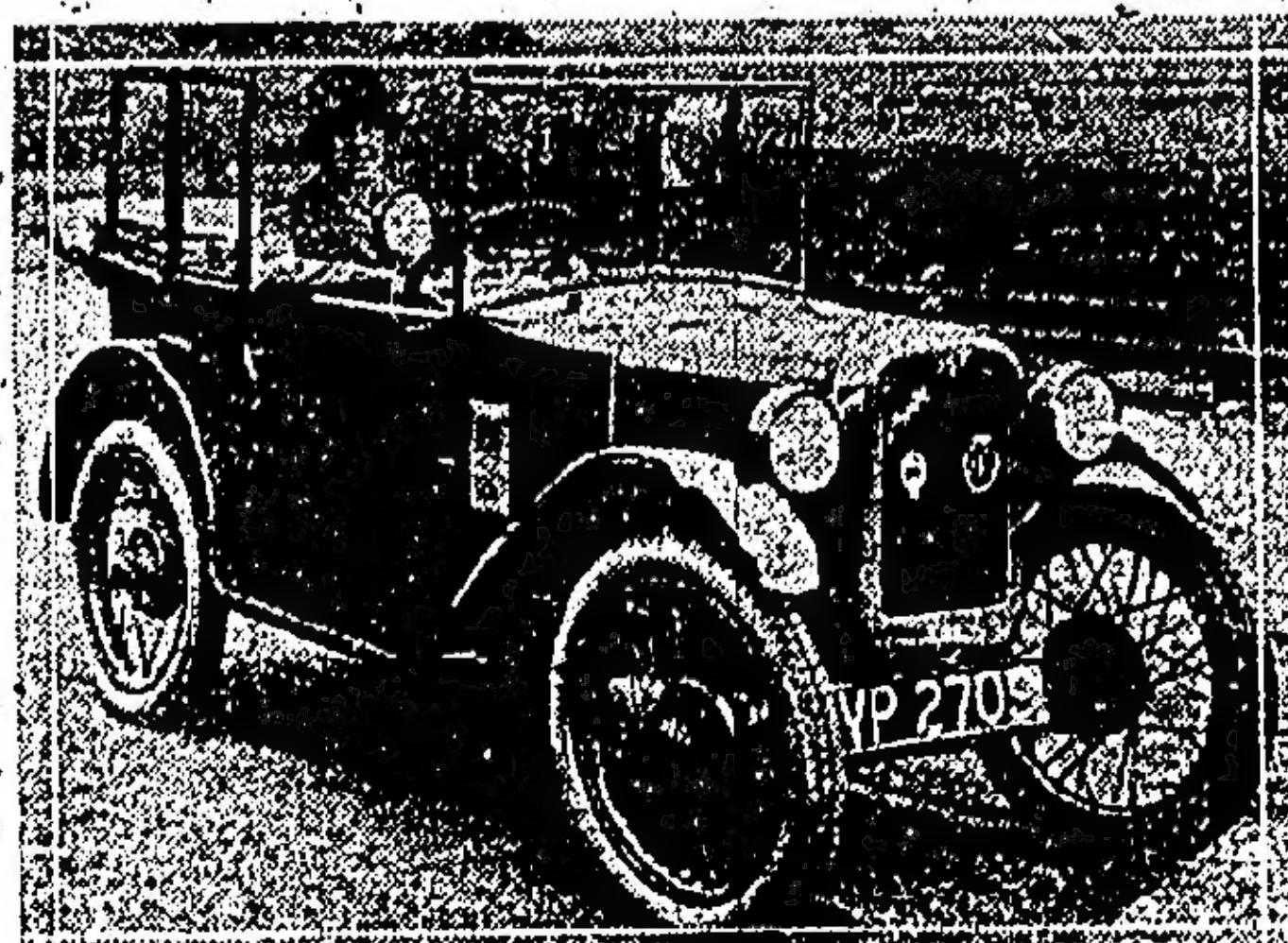
Ford officials said the Russian Soviet Government recently placed an order for \$1,000,000 worth of tractors. The tractor factory at the plant here was not given over to manufacture of the Ford car at the time of the discontinuance a year ago, however, until an ample number of tractors and parts to take care of all orders for the immediate future had been turned out.

ping power should be employed only in emergency.

Average Tyre-Life

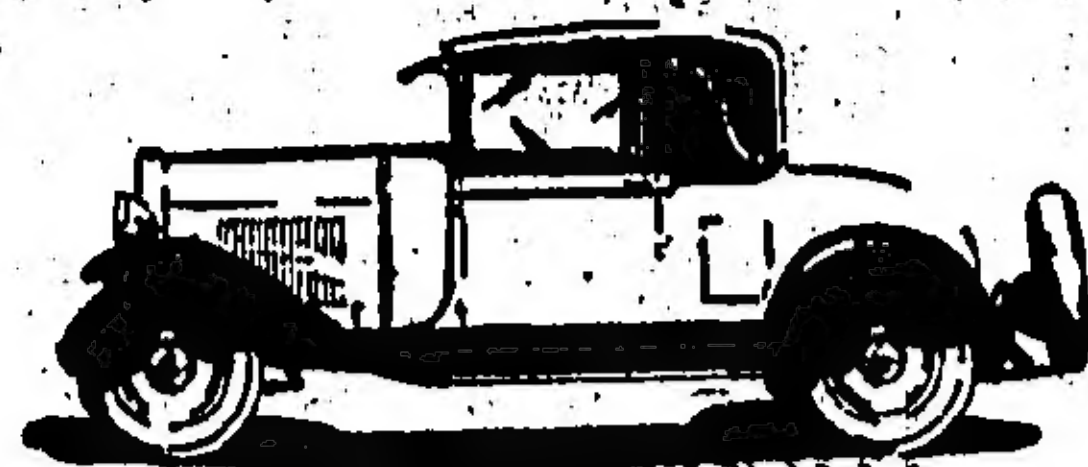
It is scarcely possible to give a figure of average tyre-life in everyday use that is at all reliable. I know, however, of the case of two cars which were continuously driven at high speed, without the tyres being given really scientific attention, though obvious slackness—noticed either visually or through the effect on the steering—was always made good without delay. Both cars, one a Twelve and the other a Twenty-one, running on tyres of different make, turned the ten thousand miles mark before the smoothness of the treads made them dangerous on wet roads. Retreading could have been performed, with an addition to the life of the tyres of several thousand miles. As a counter-balancing influence to the high speed, neither the powerful four-wheel braking nor violent acceleration was over indulged in needlessly on either car, but I should say that with greater care for inflation pressures, the initial life, before retreading, might easily have been increased to twelve, or even fifteen thousand miles.

To sum up, therefore, if we want our tyres to give us the best possible service, there are one or two simple points we must remember—points which are also not without a bearing on the welfare of the car. We should test the pressure with a reliable gauge at least weekly, and keep the figure up to that advised by the maker; we should avoid travelling at extreme speed for prolonged periods, especially on uneven road surfaces; and we should see that our shock absorbers are adjusted to give their maximum effect in holding the tyres in contact with the road; and we should refrain from stepping hard on either accelerator or brake pedal except in case of necessity. Finally, when renewals are necessary, we should not indulge in the doubtful economy of purchasing a smaller size of cover which happens to fit the same rim. Tests have shown that a difference in mileage of 22 per cent, is caused by a 9½ per cent reduction in tyre diameter.—"Singapore Free Press" correspondent.



Birmingham, England.—Miss Phyllis De Havilland, the noted British woman motorist, in the tiny car which she expects to drive around the world, hoping to be the first woman to accomplish such a feat.

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SAVER

FOR MODERATE POCKET

A question paramount in the mind of many a "pater familias" has been: "Where does the family car belong in the family budget?" Budget experts themselves disagree on just this point. "A car belongs with the house," some of them say, "because if you have a car you can live in the suburbs and pay less rent." "A car is a luxury," others insist, "and you should not have it unless you can afford it."

Both points of view have their respective merits. A car does affect the decision about the rent. One can be happy with a lot less expensive rental if one has a car. But then the car affects several other budget items almost as much. It lessens Doctors' bills by keeping the family out of doors. It cuts vacation expenses to almost nil. It gives inexpensive entertainment always on tap.

As an argument in favour of the automobile being a thing of luxury, there is the case of a person buying a car entirely beyond his means to keep up. No matter what economy he may affect in his mode of living the maintenance of a car is out of reach.

Can One Afford It?

The car must really be put on a budget all by itself. And the best way to treat the subject is by facing it squarely whether one can afford it or not.

What economies will the family accept in order to have a car? A lower rental, perhaps. A more economical table. The young people agree to be more reasonable in their demands for the very latest in clothes, and to take smaller allowances. Sure! With the whole family pulling together like this, anybody can make the grade!

Now take all these economies and the lump sum of them will cover not only the upkeep of the car, but the payments. Everybody now buys cars out of income, the dealers expect it, and are all prepared to make it easy for one. Being all steamed up on the question of fitting the car into the budget we will now consider the Chevrolet.

Everybody knows Chevrolet's fame for economy. Don't let the appearance of the bigger and better Chevrolet deceive you. Nor its smart, sweeping lines or its beautiful colour combinations. These and many other features of this wonderful car may at first glance make you think that the Chevrolet is an expensive car. It is not! The new Chevrolet is the result

OPTIMISTIC

STUDEBAKER OFFICIAL &
SALES AHEAD

IN EUROPE

"General business conditions in Europe appear exceedingly bright," commented P. M. G. Hoffman, Vice-President of The Studebaker Corporation of America, on his return to South Bond, Ind., from the Continent in October. "There is practically no unemployment on the continent, and the wage of the working-man shows a decided improvement over previous years."

Mr. Hoffman, accompanied by Howard S. Welch, Manager of Export Sales for The Studebaker Corporation of America, sailed for Paris, on Sept. 28, to attend the International Automobile Salon, which was held on Oct. 4-14. Later they were present at the opening of the British automobile show at the Olympia, London.

Referring to the Paris Salon, Mr. Hoffman said: "The Studebaker-Exelink exhibit was the cause of considerable comment among the French. It attracted crowds which were equalled only by the displays of Citroen and Renault, cars of French manufacture."

"European sales of Studebaker and Exelink cars will be the greatest this year in history, showing an increase of almost two to one over last year. There is every possibility that 1929 will show a most healthy gain, in view of the fact Europe as a whole may be expected to continue its steady recovery."

"It is interesting to note that the American car is securing a goodly share of the European automobile business. This is principally because American cars are, as a whole, better built and engineered. European manufacturers are limited to a comparatively small market and their volume doesn't allow heavy expenditures for engineering, testing, or the precision methods of manufacture used by many American makers," concluded Mr. Hoffman.

of the factory's desire to put on the market a car so beautiful everybody wants it, and so economical everybody can afford to own it. A car that is comfortable, easy riding, easy steering and at the same time the most economical on gasoline and lubricating oil.

The Pacific Commercial Company will be pleased to give demonstrations to anybody interested in the purchase of a bigger and better Chevrolet.

NO SQUEAKS

TRYING TO GET QUIET
BODIES

EFFECT OF SPEED

No matter how good the performance of a car may be, if it is accompanied by a series of squeaks, rattles and groans from the body the owners will take no pleasure or pride in the vehicle. Manufacturers have realized this completely, but to produce really quiet bodies has presented more problems than many have been able to solve. In fact, the day is still far distant when absolute noiselessness of the body will be maintained indefinitely in spite of travel at all kinds of speed over all kinds of roads.

Though we are far from perfection, rapid strides are being made in that direction and the proud owner of a 1928 or 1929 car can be certain that he will be able to count on more quiet miles from the body than was likely or even possible with a 1926 model.

There are two good reasons for this advance in body construction. They are, first, better construction; second, heavier materials. Just to make a quick comparison, take the fenders of one of the cars coming through now and compare them with those of a car of two years ago, of the same price class. Almost invariably you will see that the car of to-day has a heavier gauge material in the fenders and that the die work is better.

Much Less Thinness

This improvement is not confined to the fenders. The body sheet-work is heavier, in the small cars particularly. Cars in the lower price classes are using materials that formerly were only thought of in connection with cars selling around the \$2,000 mark. The result is that there is not so much "thinness" in the bodies.

Parts are being made from pressed steel to-day that formerly were made of wood. It is possible to make these parts of pressed steel because of the quantities being produced. The cost of dies is so high that it is not possible to use many pressed steel parts unless the volume of production is high enough to justify purchase of the dies. The art of die making also has advanced to a degree where it is possible to take a sheet of steel and do things with it that would have seemed unbelievable even to the best of pressed steel men ten years ago.

By forming the sheet metal into box and other sections, it is given a strength and rigidity far beyond

(Continued on Page 15.)



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.5 Cubic Inch. Wheel-Base 107 Inches.
Speed 50 M.P.H.

Model	Nett Weight	F.O.B. Factory Price	Extras	Packing Shipping Delivery	Nett Hong Kong Price
Roadster 2-pass.	2,006 lbs.	G\$495	G\$ 54	G\$216	G\$ 765
Tourer 5-pass.	2,055 lbs.	495	57	216	765
Coach (2 door) 5-pass.	2,316 lbs.	585	40	265	890
Coupe 2-pass.	2,176 lbs.	595	40	265	900
Sedan 5-pass.	2,396 lbs.	675	40	265	980
Cabriolet 4-pass.	2,276 lbs.	695	40	265	1,000
Landau Sedan 5-pass.	2,396 lbs.	715	40	265	1,020

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.5 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

Half Ton Chassis	1,815 lbs.	G\$375	G\$20	G\$155	G\$550
Half Ton Chassis & Cab No. 560 2.015 "	490	20	215	725	
Cab Top Express Truck " 128 2.280 "	530	20	240	790	
Screen Express Truck " 103 2.705 "	570	20	265	865	
Combination Truck " 104 2.530 "	580	20	265	865	
Panel Express Truck " 205 2.265 "	600	20	265	870	
Eight Passenger Bus " 34 2.265 "	615	20	265	890	

Hong Kong Price includes spare rim Tyre and Tube, Bumper, Bulb Horn, Right Hand Drive.

CAPITAL SERIES "L Q" UTILITY.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 31 at 2,200 Revolutions.
Piston Displacement 170.5 Cubic Inch. Wheel-Base 124 Inches.
Speed 45 M.P.H.

One Ton Chassis	2,130 lbs.	G\$520	G\$ 45	G\$105	G\$ 730
1 1/2 Ton Chassis	2,230 lbs.	520	115	165	800
1 1/2 Ton (146") Chassis 2,410 lbs.	520	215	185	920	

Hong Kong Price includes spare rim, Tyre and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Sedan Cab No. 506	400 lbs.	G\$ 85	G\$ 30	G\$ 65	G\$ 180
Cab Top Body No. 328	775 lbs.	175	30	115	320
Screen Body No. 303	950 lbs.	235	30	145	410
Combination No. 303	1,000 lbs.	250	30	145	425
Panel Body No. 405	800 lbs.	270	30	125	425
12 Pass. Bus No. 39	775 lbs.	305	—	130	435

All Prices and Specifications subject to change without notice.

THE HONG KONG HOTEL GARAGE.

25 Queen's Road Central Tel. Central 4730.

NO SQUEAKS

(Continued From Page 12)

that of wood, while the lightness and durability are greater than the wood construction formerly used. Perhaps the greater gain for the manufacturer is the absolute uniformity of the pieces turned out on these dies. Every part is interchangeable with every other from the same die.

Very closely allied to the stamping made from sheet metal is the forging made from the bar stock. Here, again, the art has advanced tremendously in the last few years. The result is that we find a greater number of forgings used in place of castings, with another gain in lightness and strength. The bracing of the body has kept pace with the great increase in strength in the bracketing of the chassis. No one would have thought of bracing a sedan over the road ten years ago as we do to-day and still hope to have a quiet body at the end of 500 miles of travel.

Greater Speed Requirements
To-day cars are operated at speeds far in excess of those of a few years ago. Long sustained runs at 50 miles an hour through the unpopulated sections of the country are common even with cars of the lowest price class. The cars are designed to stand it, not only as regards the engine and the chassis but also the body. When it is remembered that the stresses on a body go up with the square of the speed, every time a bump on the road is struck at 50 miles an hour, instead of being compared as five to three with a bump struck at 30 miles an hour, the ratio is 25 to nine. In other words the stress on the body is nearly three times as great.

All of the improvements in body silence is not confined to the body alone, but some of the credit must go to the more rigid chassis construction used. Where we formerly believed in having a fair amount of flexibility in the chassis, to-day there is very little. There are twice as many cross-members used in the chassis and the bracketing and gusseting of the cross-members is very much more sturdy. The result of this is that

NEW ORGANISATION

BETWEEN CHRYSLER AND DODGE CARS

FOR OVERSEA TRADE

Announcement has just been made by the Chrysler and Dodge Brothers Corporations, that the newly organized Chrysler Export Corporation, will devote its entire time to the development of closer co-operation with all Chrysler and Dodge Brothers overseas organizations.

The Chrysler Export Corporation will have charge of the overseas distribution of Chrysler Sixes, Dodge Brothers cars and Graham Brothers trucks, the Plymouth and De Soto motor cars and the new line of Fargo commercial cars and trucks.

The advantage of this arrangement to the overseas organizations is obvious as it provides for the most economical and efficient co-ordination of all Chrysler and Dodge Brothers export business.

The methods and policies which have prevailed in the past and which have been so successful in the overseas distribution of Chrysler and Dodge Brothers products will be continued. But the co-ordination of all efforts will permit even closer and more specialised attention to the needs and requirements of the overseas markets.

Efficiency Essential
The Chrysler Export Corporation will include efficient and experienced men who have been assisting in the development of the overseas organizations of Chrysler and Dodge Brothers. Operations will continue along the same lines as in the past and personal contacts will be much the same as heretofore.

As in the past, Chrysler cars will be sold by Chrysler distributors and dealers, and as before, Dodge Brothers cars and Graham Brothers trucks will be sold by Dodge Brothers dealers and associate dealers. The separate identity of these two great lines of motor vehicles will be maintained.

fewer stresses are passed on to the body. The chassis absorbs them.

£9,000,000 SCHEME

MOTOR ROAD TO INTERLACE WHOLE OF ENGLAND.

£9,000,000 UNDERWRITTEN

Arrangements have been completed for the underwriting of £9,000,000 out of £9,000,000 required for the first stages of a scheme to build motor roads interlacing the whole country from Newcastle to Portsmouth, from Liverpool to Hull, and from London to Liverpool. This is an amplification of the London to Brighton motorway of which so much was heard last August.

Funds are already forthcoming for the expenses of an application to Parliament for power to construct this section, and it is hoped that work will begin next summer. All surveys are now complete for an avenue of 140,000 trees and coloured reflectors on each side of the road for the guidance of night drivers.

The aims of the Motor Roads Development Syndicate, Ltd., headed by Lord Askwith, are more ambitious than this. A further scheme has been drawn up for covering the whole country, North, South, East and West, with motorways which will link up practically every important manufacturing centre in England. Following are the main motorways proposed, on which cars will travel probably at a speed limit of sixty miles an hour in perfect safety, under control of special police provided by the company:—

- 1.—Brighton to London (at a cost of £3,000,000). Surveys completed.
- 2.—Birmingham to Liverpool (at a cost of £5,000,000). Most of the survey already completed. Ninety miles in length. This is under the chairmanship of Sir Edward Brooks.
- 3.—An extension from Brighton to Southampton and Portsmouth, about sixty miles in length.
- 4.—From Birmingham to Bristol and Cardiff, branching near Worcester to both banks of the Severn.
- 5.—London to Birmingham, 100 miles in length, joining the circular London road proposed by L.C.C.
- 6.—Liverpool to Hull.
- 7.—Newcastle to Leeds, joining the Liverpool-Hull road and serving important centres like Bradford, Huddersfield, and Sheffield.

On the Brighton road it is now proposed to build a tunnel at Peblecombe, between Buckland and Epsom Downs, and to utilize the services of about 500 miners for the purpose. Considerable opposition is, of course, anticipated from the railways, but the company insist that they are not to try to kill the railways. They propose, on the other hand, to provide special garages and goods yards for railway traffic.

SPECIAL TYRES

FOR THE MERALCO TWIN COACH

Latest test of the tyre engineer's skill was the advent of large capacity motor coaches, with a growing need for a large, medium-pressure, single tyre that would cushion road shocks like a balloon and yet stand a 6,000 pound continuous load.

The Twin Coach, which made its bow to the public a year ago last July, was the first to require a single tyre of such capacity. The engineers went to work and Goodyear was the first to deliver a tyre that filled the bill—a 12-ply medium pressure 40 x 10.50. The Manila Electric Company is at present assembling a number of these Twin Coaches.

The Twin Coach Co., starting from scratch, in the short space of that one year has put 250 of these mass transportation units, worth three millions of dollars, on the roads and streets of America. The reason for this lay in the fact that although a new company, it was old in experience, the Twin Coach being conceived by Frank R. Sageol, original designer and builder of the famous Sageol Safety Coach.

It is an everyday occurrence on heavy city routes for a hundred passengers to pile into the "Twins" and that means a capacity load for tyres as well as coach, but the load is equally divided between all four wheels, so that makes it easy on everything, and the balanced load makes the job ride equally easy in every seat and keeps it from pounding the road—and the tyres.

Two 60-horsepower engines, each driving its own rear wheel, divide the stresses of 100-horsepower, and load with stresses so distributed that each part bears its share as the object of Fargo's

(Continued at foot of next Column.)

FIRESTONE

HIS TYRE PLANT IN ENGLAND

THE DEDICATION

Modern man, able to converse with the four corners of the earth, was portrayed in Akron, Ohio, recently.

The drama of the scientist was laid in the office of Henry S. Firestone, Sr., president of the Firestone Tyre and Rubber Co.

Harvey Firestone arrived at the plant early in the morning. He conferred with his secretaries. Apparently he did not think he was introducing a new era of communication in Akron.

The typewriters clicked rapidly in adjoining offices. Office workers bent over their desks. The telephone on Firestone's desk tinkled. "Just a moment," he said to his secretary, "I'll be with you as soon as I make this call."

He went to his desk and sat down to a microphone. Immediately his voice went over the telegraph lines to New York—over the radio current to London and to Brentford, which is in the heart of the London metropolitan district.

He talked to 300 Firestone representatives who gathered at Brentford, London, to dedicate the new \$3,000,000 English Firestone plant. They heard him as if he were on a platform in front of them.

The ocean, grown smaller by the Graf Zeppelin's flight, shrank still more as the voice from Akron sped across the surging Atlantic.

Firestone talked 10 minutes to those congregated in Brentford. Afterward he made a personal call on the same hookup to his son, Harvey Jr., who was then in London.

Happy as a Boy

He was as happy as a boy when he finished the conversations. "Harvey told me the reception of my speech was excellent in the auditorium of the plant," he said as he laughed. "They understood me very plainly."

The feat was more intricate on the other side of the ocean than it was in Akron, according to G. B. Ransow, who supervised the set-up on the American side of the Atlantic ocean.

Firestone talked directly into a microphone upon his desk. The call went straight through to New York, then over the trans-oceanic radio current to London. The entire system worked perfectly.

After talking to his son, Firestone carried on a conversation with Sir William Joynton Hicks, British industrial leader.

"He was more excited than I was," Firestone said. "I guess he had a set speech and he was determined to tell it. He was very nervous as if amazed and he showed it, but he told his story."

Steel Concrete

The rubber magnate known throughout the world laughed as he bent back to his work.

The new English Firestone plant is of steel concrete construction, with a two-storey administration building and a four-storey warehouse. It has a capacity of 2,000 tyres a day. The plant will start production immediately.

Mr. Firestone's closing remarks were: "In building our English plant our plans were laid for large expansion and we spared no expense to make it the most efficient plant in the world. We have taken from all our plants in America and Canada the special designs for tyre building equipment, all of which machinery was built in England as far as it was possible."

"In opening the new plant it was necessary to send over a trained American staff to start operations, but it is our intention to withdraw all of the American staff as fast as possible."

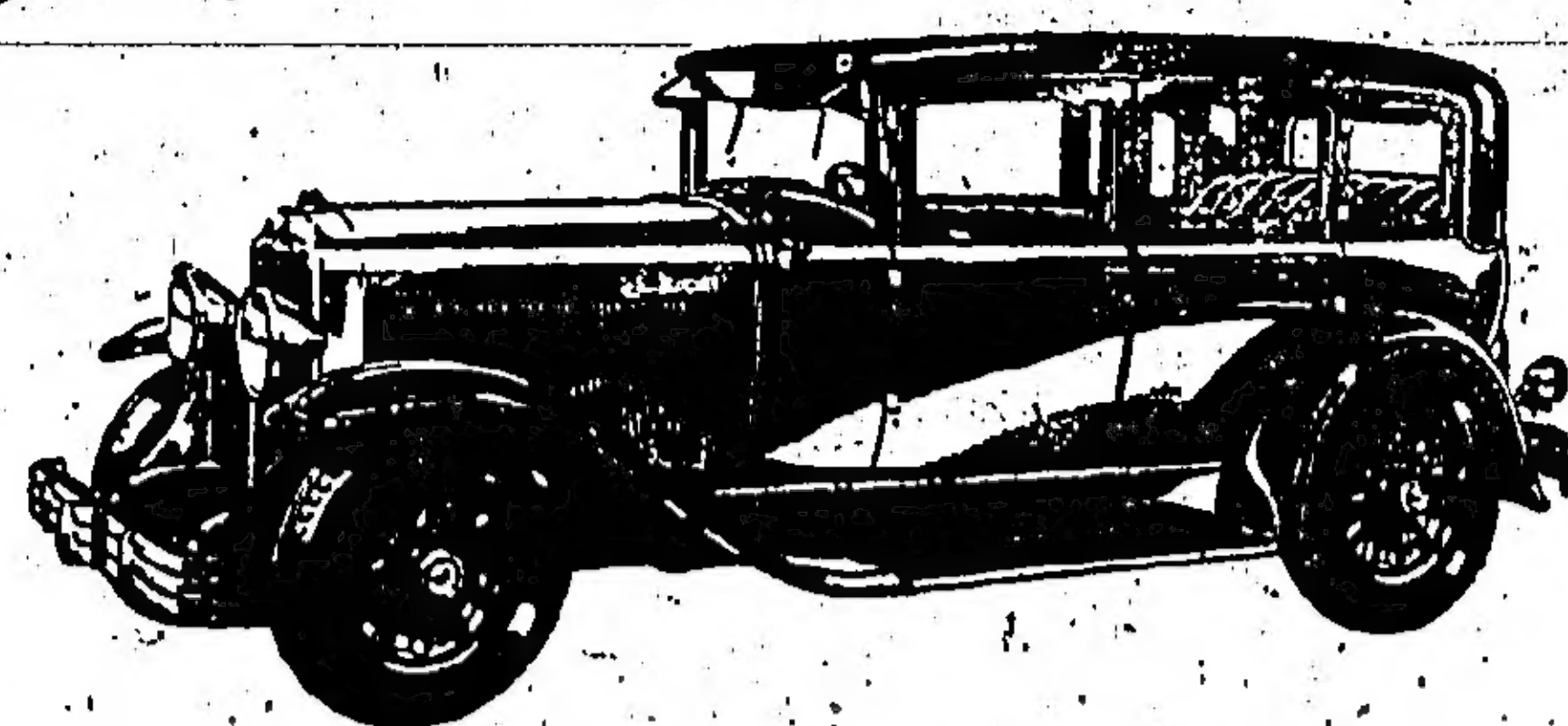
The best labour is available at the site, and the Brentford docks may be used for water shipments.

design. To this end the body and chassis were made an integral unit, the body supporting about 60 per cent. of the load. In other words, it was not necessary to design a "chassis" to support itself, the body, and the live load. This is the advantage of the Twin Coach weighing 30 per cent. less per seated passenger (40) than anything else on the road.

From the public standpoint it has unusual rider appeal and these are days in which every square foot of streets and roads is extremely valuable. Cities are being forced to tear from buildings to widen streets, and even put through subways, to the tune of a million a mile to meet the ever growing volume of public travel.

Transportation engineers and highway traffic analysts everywhere are searching for means to speed up traffic and get more efficiency from the spaces allotted to public travel. The Twin Coach meets the test for 100 per cent. road space efficiency by utilizing its entire length and breadth for carrying passengers.

The new Buick is the New Style



Gracetic contours instead of straight lines—the gleam and sparkle of brilliant colors and chrome plating instead of drab effects... the most beautiful bodies ever built... Buick's masterpiece bodies by Fisher

At a time when motor car beauty was practically standardized—when imitation was the vogue—when there was a glaring lack of originality in body design—Buick has swept far beyond the commonplace and achieved a style which the entire country is acclaiming as the most distinctive and beautiful ever shown!

Fisher, the world's foremost builder of automobile bodies, has cooperated with Buick, the world's foremost builder of fine cars, to create a new mode—a new fashion—and so luminous is the result and so eagerly is the public welcoming it that Buick's great factories have reached new

production levels in an effort to keep pace with an ever increasing demand!

Inside and out, the new Buick bodies by Fisher are the most beautiful ever built. Together with the wonderful new standards of performance introduced by the Silver Anniversary Buick, they are winning the greatest demand and the greatest preference ever enjoyed by any fine car!

The new Buick is the new style! And by that is meant, not merely a new type of beauty—not merely a thrilling turning point in body design—but a great countrywide voguel!

THE SILVER ANNIVERSARY
BUICK
With Masterpiece Bodies By Fisher

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

THE NEW ERA

MANUFACTURERS MEETING THE TIMES

COMFORT ESSENTIAL

[By L. H. Cade.]

There is no doubt that a fast, motor-cycle is very attractive. In all the years of my road-faring I have never found a thrill which exceeds that of full throttle riding on a powerful "hog-bus."

But the opportunities for enjoying this are very rare. You can buy any number of motor-cycles which will give you seventy, eighty, or even ninety miles an hour, but you cannot let them out. You have to go along in the forties, and once in a blue moon you can step on the gas and turn the hedgerows into an indistinguishable line of green colour.

In spite of the limitations of circumstances, the manufacturers have gone on and on in the provision of speedsters. They have devoted more attention to speed than to anything else. You can buy tiny-engined motor-cycles with twin ports, high compression ratios and overhead valves, but you cannot buy two-wheeled motor-cars. Not yet.

At long last the industry has realised that there is a real and an unarticulated demand for really comfortable motor-cycles.

So much has been written, and said about the road performance of the modern motor-cycle, that, as Shakespeare has it, "Methinks he does protest too much." We have created an unfortunate impression. The public seem to be of the opinion that the motor-cycle is a dangerous machine.

The Safe Machine

In actual fact the motor-cycle is more controllable than any car and statistics show that it is not responsible for so many accidents as are cars. But it is not to be wondered at that while we have been talking about speed, the public has assumed that the manufacturers have built motor-cycles for the benefit of young bloods who "like dashing" about at dangerous galls.

And now, as I have said, the manufacturers have changed their ideas. They will still build sports models because there will also be a demand for fast machines. Youth will be served and motor-cycling as a sport will continue to flourish. We do not want woolly touring motor-cycles for sporting trials and competitions generally, but neither do we want racehorses on which to tour.

At Olympia we see several machines whose power has been adapted to the requirements of the more sedate type of road-farer

who wants reliability, no more than adequacy in the matter of road performance, and more comfort and cleanliness than he has been able to have before on two wheels. We shall see safe and sure motor-cycles which will be more in the nature of two-wheeled cars than motor-cycles of the generally-accepted type.

As an example, and a fine one, there is the machine which has matured in the brain of Cyril Pullin, one-time winner of the Senior Tourist Trophy Race. Other T.T. winners have turned their attention to designing but they have concentrated on sports models.

Speed and Comfort
Cyril Pullin is getting older and wiser. He has evolved a motor-cycle with a pressed steel frame which protects both the rider and the engine. He has introduced novelties which are borrowed from car manufacture and has aimed at the production of a machine which can be driven for long distances without tiring.

But even Pullin is talking glibly of 100 miles an hour on his new machine. I think this is a mistake. So does he, because he says that such a speed is obtainable with certain modifications of compression ratio and valve timing.

The new Ascot-Pullin is an interesting job, but I hope that it will be sold as a quiet and comfortable touring job. It should be pushed like the horse dealers used to push the sale of a lady's pony as a docile mount "fit for a lady to ride."

It is all nonsense to talk about the motor-cycle movement languishing. So long as the industry can supply the public with machines which will take them anywhere, at lesser cost than that entailed by the employment of public service vehicles, so long will the market be a good one.

The fact that the producers have at last freed themselves from the speed fetish means that the motor-cycle will quickly develop along lines which will make it an even more popular machine than it is to-day.

IN THE HILLS

A WOMAN DRIVERS EXPERIENCES

In the old days in India we made the journey to the Hill Station in the Himalayas by a machine called a "tonga," a two-wheeled chariot with no springs, that was dragged, stage by stage, by two small porties.

For the first half of the stage we went very slowly, but when we neared the end we simply flew, jolting over the ground, every bone an ache!

Many weary hours have I spent

in that most uncomfortable conveyance, and I can compare it with nothing more painful than a camel ride.

I was so glad when the transport authorities changed those thin ponies for a motor-car, and chuckled at the ease with which I should now go to the Hill Station—until I saw the car! It was an ancient machine of obscure American origin. Its radiator cap was a jam tin firmly wired on the clips which had once held the bonnet were no more, and a dirty piece of tape and a rag did duty either side. Luggage was "lashed" on all round the running boards and behind; every shape and size, irrespective of division of weight.

Paint! There was none left to spoil, and the pockets on the doors held the driver's brush and comb and shaving requisites! When the engine started it made a noise like a bag of chains being shaken, and we left with the carburettor leaking badly in a sound like the beginning of a small barrage!

Some distance up the steep slope of the foot-hills the radiator cap blew off, and we then had a white jet of steam that looked like a flag of truce offered to fate. Every mile or so we stopped to "elap" a bucket of water over the car, and to fill up the radiator. A little further on the autobac became choked by the thick red dust. The driver calmly disconnected it and sucked at it till the trouble dispersed!

In trying to surmount a large rock on running board, was cast adrift; this was soon remedied by the simple method of tying a rope round it and over the hood to the other one!

While driving through a village we were held up by several children asleep in the middle of the road! The driver lost no time by descending from the car, but aroused the astonished infants by the simple method of throwing the already loose top of the gear handle at them!

I have made dozens of journeys in these old hired cars, for no one trusts his own smart conveyance to those terrible roads. The courage and calm of the native drivers is, of course, drawn from ignorance; the cars themselves live on, simply because, like the old soldiers, they never die, "they only fade away."

Where Caution Rules
At one end of a 25-mile stretch of hill road in India, motorists are given a timed slip forbidding them to perform the journey in less than four hours.

No Horns at Night
In order that Paris citizens may enjoy quieter night, the Chief of Police is adopting a suggestion whereby no horns may be sounded between 1 a.m. and 5 a.m.



FEDERAL TRUCKS.
1-7½ Ton Capacity.
Sole Agents:—
KIN CHEONG HONG.
37, Connaught Rd. C. Tel. C. 6.

China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, DECEMBER 20, 1928.



**ROYAL ENFIELD
NEW HUDSON
MOTOR CYCLES.**

Sole Agents:—
A. LUNG & CO.
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REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

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"HECTOR" 24th Dec. Marseilles, London, Rotterdam & Glasgow
"PERSEUS" 31st Jan. Marseilles, London, Rotterdam & Hamburg
"AENEAS" 22nd Jan. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"GLAUCUS" 20th Dec. Genoa, Havre, Liverpool & Glasgow
"TYDEUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via Kobe & Yokohama.
"PROTEUS" 3rd Jan. Victoria, Vancouver & Seattle
"TAUTYHUS" 24th Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"ROMAEO" 11th Jan. New York, Boston & Baltimore
"AUTOLYCUS" 8th Feb. New York, Boston & Baltimore

INWARD SERVICE.

"ATREUS" Due 26th Dec. For Shanghai, Kobe & Yokohama
"THESEUS" Due 30th Dec.

PASSENGER SERVICE.

"HECTOR" 24th Dec. Singapore, Marseilles & London
"AENEAS" 22nd Jan. Singapore, Marseilles & London

Sails at 4 p.m.
Also cargo steamers with limited passenger accommodation at specially reduced rates.
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Agents.

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so super-scribed.

INWARD MAILS.

From THURSDAY, DECEMBER 20.

Shanghai and Amoy Yingchow.

FRIDAY, DECEMBER 21.

Australia and Manila Aki Maru

Shanghai Naldora

SATURDAY, DECEMBER 22.

U.S.A., Canada, Japan and Shanghai President Jackson

Shanghai and Swatow Sinkiang

SUNDAY, DECEMBER 23.

Europe via Suez (Letters and papers, London, 22nd Nov. and parcels, 15th Nov.) Kalyan

Straits Hakone Maru

MONDAY, DECEMBER 24.

Straits Sulsang

Manila President Pierce

OUTWARD MAILS.

For THURSDAY, DECEMBER 20.

Manila Empress of Asia 4.30 p.m.

Saigon Clara Jensen 8.30 p.m.

Sam Shui and Wuchow Anjou 4 p.m.

Formosa Batavia Maru 5 p.m.

FRIDAY, DECEMBER 21.

Holhow and Haiphong New Mathilde 8.30 a.m.

Fort Bayard Sun Kong 12.30 p.m.

Straits Seistan 12.30 p.m.

Swatow, Amoy and Foochow Haiyang 1 p.m.

Amoy Kiukiang 1.30 p.m.

Shanghai Chinkiang 1.30 p.m.

Haiphong Tonkin 1.30 p.m.

Parcels for Germany via Hamburg Sachsen 2.30 p.m.

Japan Aki Maru 4.30 p.m.

Straits, Ceylon, India, Mauritius, East & South Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, Jan. 18, 1929.

K.P.O. Parcels (Dec. 21) 4.30 p.m. Registration (Dec. 22) 9 a.m.

Letters (Dec. 22) 10 a.m. G.P.O. Parcels (Dec. 21) 5 p.m.

Registration (Dec. 22) 9.45 a.m. Letters (Dec. 22) 10.30 a.m.

SATURDAY, DECEMBER 22.

Amoy Naldora 10 a.m.

Shanghai Kiukiang 10 a.m.

Manila President Jackson 4.30 p.m.

Shanghai, Dalm and Europe via Siberia Yingchow 6 p.m.

SUNDAY, DECEMBER 23.

Wei Hui Wei Kaying 9 a.m.

Swatow, Amoy and Formosa Canton Maru 9 a.m.

Holhow Kwangtung 9 a.m.

Shanghai, Japan and Europe via Siberia Kalyan 9 a.m.

MONDAY, DECEMBER 24.

Shanghai and Japan Hakone Maru 10.30 a.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 23rd Jan., 1929. K.P.O. Registration 1 p.m. Letters 1 p.m. G.P.O. Registration 1.45 p.m. Letters 2.30 p.m.

*Correspondence bearing vessel's name only.

HIS MAJESTY STILL PROGRESSING

"HARD WON"

"ANXIETY MUST CONTINUE FOR SOME TIME"

MORE OPTIMISTIC TONE

London, Yesterday.

A British wireless message states:—

In official circles at Buckingham Palace this morning's bulletin was regarded as favourable and satisfactory but it was emphasised that progress made, though definite, had been slight. The advance made each day has been hard won in the right direction but anxiety must continue for some time yet.

Portugal's Courtesy

It is understood that the Portuguese Government has sent a wireless message to the liner "Balmoral Castle" on which the Duke of Gloucester is returning from Africa offering to place a special train at the disposal of His Royal Highness, so that he may travel overland from Lisbon and thus save nearly two days.

"Slow Progress"

A bulletin issued this evening states that the King has passed a quiet day. Both general and local conditions are continuing to make slow progress.

Signed: Hewett, Rigby and Dawson of Penn.

Medical Press Comment

Reuter states:—

An authoritative statement in the "British Medical Journal" and the "Lancet" concludes: "The dangerous phase of the King's illness has been surmounted and there are increasingly solid grounds for hoping for recovery as the result of this long and anxious struggle."

Hopeful Signs

The watchers at the palace gates were cheered this afternoon by seeing the Queen and Princess Mary drive out for the first time for several days. Public anxiety was further diminished when it was learned that the Queen and Princess Mary and her two small sons spent an hour at the Zoo and that the Prince of Wales watched the amateur squash racket championship at Bath Club when W. Macpherson wrestled the title from the holder, Captain Cazalet.

Prince George's Birthday. Prince George, who will celebrate his 26th birthday at sea tomorrow, will arrive at Southampton on Dec. 21 and stay at Buckingham Palace.

S.S. CELTIC

WEATHER INTERFERES WITH SALVAGE

EXTENSIVE DAMAGE

London, Yesterday.

The cargo from the ss. "Celtic" is arriving in Liverpool. The work of salvaging has been very difficult on account of the rough weather, which not merely makes the salvage of the ship itself impracticable owing to extensive bottom damage but gives few opportunities of getting out the cargo. Much of the latter consists of wheat and fruit, which is likely to be worthless before it can be reached. It must be removed before valuable metal at the bottom can be touched. Most of the cargo is insured.—Reuter.

RHINELAND

STATEMENT BY SIR A. CHAMBERLAIN

London, Yesterday.

In the House of Commons, Sir A. Chamberlain, questioned about his conversations at Lugano as regards the Rhineland, said these had afforded an opportunity for the removal of some misconception and a very friendly interchange of views. No new decision had been taken or sought as reparations were being handled through the ordinary channels. He hoped the Committee of Experts would be appointed in time to get to work early in the New Year. The circumstances were favourable for a solution, if further polemics were avoided. While the experts were deliberating he would decline to answer supplementary questions about evacuation.—Reuter.

THE DISTRESS IN THE MINING AREAS

M.P.'s ACTION

SUPPLEMENTARY ESTIMATE IS PASSED

APPEAL BY THE CHURCH

London, Yesterday.

The House of Commons, without discussion, agreed to a supplementary estimate of £295,000 including £155,000 as a grant-in-aid for the Lord Mayor's Fund for the assistance of the distressed mining areas in England and Wales and of £20,695 as relief distress in Scotland.

Following the appeal by the Prince of Wales, an appeal for the coalfields' distress funds, signed by the Archbishop of Canterbury, the President of the Evangelical Free Churches has been issued. It emphasises that a 250,000 miners and idle and expresses confidence that the "response to distress so unexampled a duration and extent will prove that the fire of Christian charity is still burning in English hearts."—Reuter.

IN AFGHANISTAN

SIR A. CHAMBERLAIN MAKES STATEMENT

OFFICIAL REPORT

London, Yesterday.

Sir Austen Chamberlain (Secretary of State for Foreign Affairs) made a statement in the House of Commons to-day regarding Afghanistan.

He said that fighting appeared to have broken out again at Jalalabad, but he had no precise information. As regards Kabul a report had been received that tribesmen, led by the notorious brigand, Bacha Sano, attacked on the west of the city on December 14 and 15 and captured two forts. He had no exact information regarding developments since that day, as the British Legation, which lies outside the city, had been unable to use the wireless station, which is near the palace in the centre of the city.

From reports of an aeroplane, which flew from Peshawar yesterday in order to establish communications with the British Legation and other indications, it appeared the aerodrome in the neighbourhood of the palace was still in possession of the loyal forces.

Ensuring Safety

Plans were worked out some time ago by the Government of India for the withdrawal of women and children by aeroplane in case of need. The aeroplane already mentioned, which was despatched on the cessation of messages from the British Minister received a message by signal to the effect that all in the Legation were well.

Leaders of tribesmen assured the British Minister on December 14 that they had no hostile intentions towards the Legation but the Government of India would, of course, take all possible steps to ensure the safety of British nationals.

Aeroplane's Adventure

Reports have been published that an aeroplane had been shot down. It was, however, stated at the Air Ministry to-night that Pilot Flying Officer Trusk, who was accompanied by Leading Air-Draftsman Donaldson, landed safely at Kabul yesterday.—British Wireless Service.

Statement by Afghan Legation

The Afghan Legation in London says the main trouble is in the Eastern district of Jalalabad; where the tribes have risen on account of the new taxes and the passport identity regulations and in no way on account of the King's reforms, certainly not as regards the purdah (veiling) system. Veiling is practically unknown among these tribes. This rising is in no way connected with the happenings in the capital which is now quiet.

The King some days ago motored to Jalalabad and returned immediately to the palace at Kabul. He had never taken refuge anywhere, and certainly not in a fort which does not exist in Kabul. The Legation throughout has been in communication with Kabul by messages wireless from Peshawar whence they were re-telegraphed to London.—Reuter.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 2/0 8/16.

REPORT ON "VESTRIS" DISASTER

CONDEMNATION

"INCOMPETENCE OF CAPTAIN CAREY & THE CREW"

SWEEPING REFORMS

New York, Yesterday.

United States Commissioner O'Neill has reported to Congress on Attorney Tuttle's investigation on the sinking of the s.s. "Vestris."

Mr. O'Neill, who recommends sweeping reforms in the Maritime Regulations, attributes the heavy loss of life, firstly, to the lack of stability of the "Vestris" when she encountered storms; secondly, to "incompetence of Capt. Carey and the crew;" thirdly, to the antiquated type of lifebelts, barred by United States law, which were in use on the vessel.

Mr. O'Neill finds that the "Vestris" was not subject to the regulations of the British Board of Trade, since she did not touch at her port of registry on her regular route; also that she was not subject to United States' regulations owing to the immunity granted to foreign vessels.

The owners of the "Vestris" are allowing the sister ship s.s. "Vauban" to be tilted on one side when she next arrives at New York so as to enable officers of the United States' inspection service to study her behaviour in an attempt to solve the mystery of the "Vestris" disaster.—Reuter's American Service.

STRONG REBUKE

WOMAN'S CRUEL TREATMENT OF A DOG

INDIGNANT MAGISTRATE

"You are considerably worse than a liar, you are a beast." This strong rebuke was addressed by Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, to a Hakka woman, who appeared on a summons of, cruelty to her dog, which it was alleged she had thrown over the verandah in an endeavour to bluff a European police constable that she did not have a dog.

"At 3.15 p.m. on the 4th inst. I went to defendant's house at No. 53 Un Chow-street," said Lance Sergeant G. E. Jessop, the prosecuting officer. "I knocked at the door and got no answer. After knocking several times, a woman came to the door and asked 'Who is there.' I answered 'a policeman,' and I could hear her scuffle away."

Continuing, the officer said that getting impatient at receiving no further reply, he pushed the door which was bolted at the bottom, and could just see between the panels. "I looked through the crack and saw defendant take hold of a dog and throw it over the verandah into the street 25 feet below. She then came to the door and opened it, and said that she had no dog."

Meanwhile the animal had crawled up the front stairs, and was limping at the left foreleg. Thinking that the animal would attack him, the police officer waved his arms at it and the dog ran away.

Defendant, said, in answer to the charge, that the constable had made such a noise at the door and had frightened the occupants of the flat, including the dog who had accidentally gone over the verandah.

"His Worship: Why didn't you open the door at once."

Defendant replied that there were only two women occupants in the flat at the time, and both were frightened.

Rebuking the defendant as quoted above, His Worship imposed a fine of \$25 or one month. On the summons of having no licence, and allowing the dog in the street without a muzzle, fines totalling \$10 were imposed.

PARAGUAY

ORDERS DEMOBILISATION AND CESSATION

Buenos Aires, Yesterday. A telegram from Asuncion states that the Paraguayan Government have ordered the demobilisation and cessation of all official war preparations.—Reuter's American Service.

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